

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,338 " " " R. D. Thomas.
"FATSHAN," 2,260 " " " W. A. Valentine.
"HANKOW," 3,073 " " " C. V. Lloyd.
"KINSHAN," 1,995 " " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
"NANNING," 559 " " " C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
Canton to Tak-Hing, Single \$12.50, Return \$21.00.
Canton to Samshui, Single \$7.50.

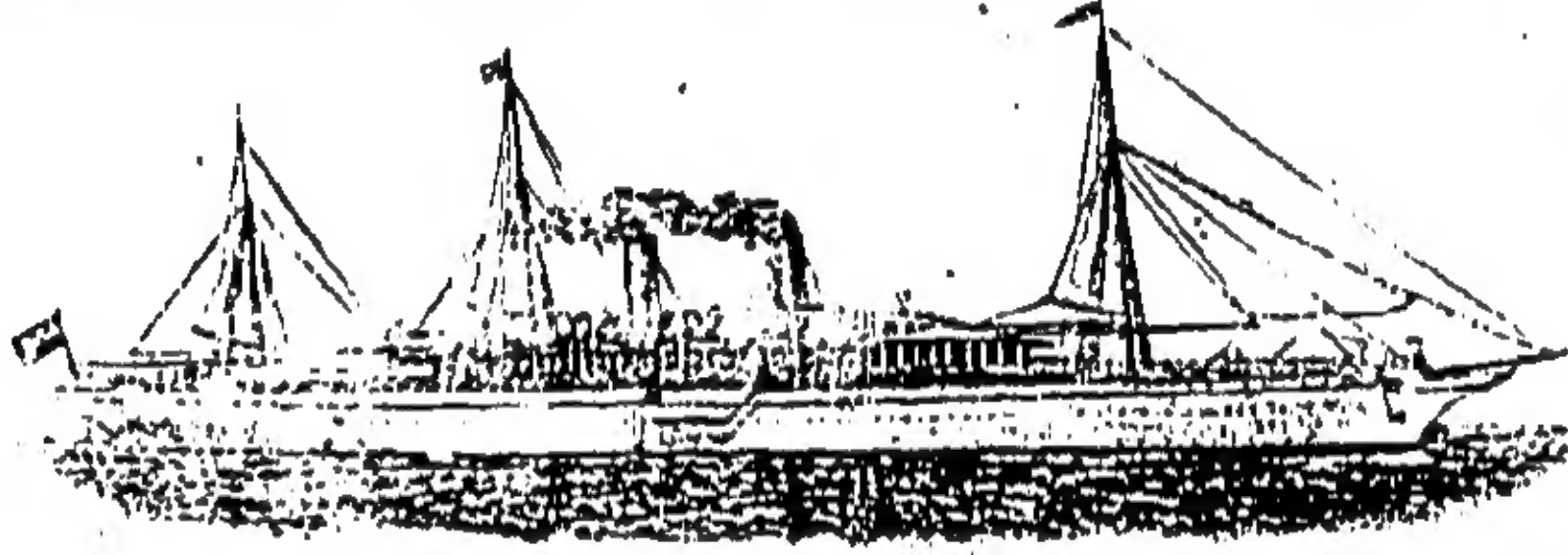
HONGKONG-WUCHOW LINE.

S.S. "LIN FAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
FARES:—Hongkong to Kong Moon, Single \$6.00.
Hongkong to Kumchuk, Single \$7.00.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA," 6,000 tons, Wednesday, 19th April.
"TARTAR," 4,425 " " " Wednesday, 26th April.
"EMPERESS OF JAPAN," 6,000 " " " Wednesday, 10th May.
"ATHENIAN," 2,440 " " " Wednesday, 24th May.
"EMPERESS OF CHINA," 6,000 " " " Wednesday, 31st May.
"EMPERESS OF INDIA," 6,000 " " " Wednesday, 1st June.
Hongkong to London, 1st Class, via S. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.
Hongkong, 29th March, 1905.

HAMBURG-AMERIKA LINIE. OBTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SILESIA	HAVRE, BREMEN AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	20th April.	Freight and Passengers.
NASSOVIA	HAVRE AND HAMBURG. (Calling at SINGAPORE & COCHIN).	27th April.	Freight.
SERBIA	HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	30th April.	Freight.
SLAVONIA	HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	2nd May.	Freight and Passengers.
SEGOWIA	HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	10th May.	Freight.
SENEGAMBIA	HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	30th May.	Freight.
JABUR	HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	13th June.	Freight.
C. FERD. LAEISZ	HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	27th June.	Freight.
BRISGAVIA	HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	27th June.	Freight.
SCHMIDT	NEW YORK VIA SUEZ.	25th May.	Freight.
NUBIA	with liberty to call at the Malabar coast.		
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For further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.
Hongkong, 14th April, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other; as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PRINZ EITEL FRIEDRICH, Wednesday, 26th April.
PREUSSEN, Wednesday, 10th May.
ROON, Wednesday, 24th May.
BAYERN, Wednesday, 7th June.
ZIETEN, Wednesday, 21st June.
GNEISSNAU, Wednesday, 5th July.
SACHSEN, Wednesday, 19th July.
SCHARNHORST, Wednesday, 2nd August.
PRINZ HEINRICH, Wednesday, 16th August.
PRINZ EITEL FRIEDRICH, Wednesday, 30th August.

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS. TONS. SAILING DATES.
PRINZ WALDEMAR, 3,227 TONS, TUESDAY, 2nd May.
PRINZ SEGISMUND, 3,302 TONS, TUESDAY, 30th May.
WILLEHAD, 4,761 TONS, TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Wolkeas, with Mails, Passengers and Cargo, will leave this port at above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
Kobe & YOKOHAMA, PRINZ SEGISMUND, TUESDAY, 9th May.
SHANGHAI, NAGASAKI, ROON, WEDNESDAY, 26th April.
Kobe & YOKOHAMA, Kobe & YOKOHAMA, BAYERN, WEDNESDAY, 10th May.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA, BAYERN, WEDNESDAY, 10th May.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th April, 1905.

Intimations.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,
GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED-HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
Hongkong, 7th March, 1905.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR, but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW REMEDY THERAPION, a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, suppurative leucorrhoea, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.
THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pain and swelling of the throat, and all those complaints which success and serenity. The popularity has been so successfully suppressed to cause. After preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.
THERAPION No. 3—A Sovereign Remedy for indigestion, flatulency, and incapacity for business or pleasure, loss of appetite, bloodless complexion, pain in the back and head, and those disorders resulting from early error and excess which the faculty to persistently ignore, because so innocuous to cure or even relieve.

THESE PREPARATIONS are sold by Principal Chemists throughout the world. Price 1/6 per bottle. A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

THE WISE MAN BUYS A "SINGER"; IT'S TRUE ECONOMY.

5 YEARS' GUARANTEE! FREE INSTRUCTION; EASY PAYMENTS. It's something you need.
SHOW-ROOMS:—1, WYNDHAM STREET, HONGKONG.
Hongkong, 25th March, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE. WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
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11.30 a.m. to 12.00 p.m. Every 15 minutes.

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WINE AND SPIRIT
MERCHANTS.

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BLEND

A WHISKY

OF

GREAT AGE
MATURE,
MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

[32]

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WHISKY.

\$18.00 PER DOZ.

BUT WORTH DOUBLE

THIS MONEY.

THIS BRAND IS KNOWN

BY ITS QUALITY

AND A

GOLD TRIANGLE

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WINE MERCHANTS,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.
Hongkong, 13th April, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoo-choi Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any material sent in, nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free, when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 7th April at Scremban, the wife of Mr. F. J. WELD, of a daughter.

MARRIAGE.

On the 3rd inst. at the Church of the Assumption, Penang, FREDERICK HENRIK, eldest son of Frederick J. Baness, Esq., to FLORENCE A. LILBURN, youngest daughter of J. Lilburn Rosher, Esq.

DEATH.

At the General Hospital, Singapore, on April 8th, JAMES NEWBORN of Doncaster, Chief Engineer of the E. E. Tel. Co.'s steamer, *Patrol*, aged 42.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 15, 1905.

AN OPTIMISTIC SHIPPING ARTICLE.

The summary, which appeared in yesterday's issue, of an article by Mr. K. Uchida, Director of the Shipping Bureau in the Department of Communications in Japan, on the development of Japan's maritime trade, will appeal to all who have been contemplating the prospects of shipping when the war is concluded. It is certainly of vital interest to Hongkong, for here as well as in Shanghai, the possibility of a plethora of tonnage being thrown on the market has aroused the gravest consideration. From the statement given by Mr. Uchida, however, it would seem that little fear need be entertained on that point; for, if the author's deductions are correct, Japan will be in a position to absorb all the extra tonnage which was added to her mercantile navy in consequence of the war. It was the Japan-China war which first made it clearly evident to the Japanese that a large merchant service was essential to the well-being of the nation, and in order to foster the maritime trade, subsidies were granted to those companies operating Japanese steamers which, in time of war, could be utilised as auxiliaries or transports. The wisdom of this policy was evidenced when the war with Russia broke out. The Government was able at a moment's call to secure the steamers of the large Japanese shipping companies, and commence transport arrangements without delay. The Japanese companies, however, were not content to sit calmly on a bench and watch operations. They recognised that the trade they had built up was in serious danger of being irreparably injured and their prestige lowered, if they entirely withdrew from the field. They therefore proceeded to charter foreign-owned vessels to replace on all the lines—except the European and Australian—those vessels which had been taken off. Where a charter was not desired they acquired the vessels outright, with the result that during the last year there has been an immense increase in the tonnage of vessels belonging to Japan, estimated at something like 50 per cent. The question which has agitated the shipping interests in Hongkong has been the difficulty of dealing with the situation should all these extra vessels be thrown on the market looking for freights at any price. An entirely satisfactory answer is given by Mr. Uchida. At the close of the war, there will be a determined effort made to develop Japan's maritime trade abroad. They will not confine their attention to North China, which, nevertheless, must prove a source of great profit to shipowners when the restraint to which the enterprise of the people in Manchuria have been subjected, is relaxed; but they will seek fresh fields and pastures new, in French China, South America, Mexico, the Philippines, Java, etc. In this connection, it may be remembered that after the outbreak of war, Japan appointed two trade Commissioners to visit trans-Pacific ports and also the promising Republic of Mexico. The result of the Commissioners' investigations has been most encouraging and no doubt has formed the basis of Mr. Uchida's expectations regarding the development of Japanese trade in that direction. We see hopeful signs for Hongkong's coastal trade in Mr. Uchida's admonition to Japanese shipowners, not to confine their attention to the coastwise trade. For such a concentration would only bring about a clashing of interests which would result in no good whatever to any of those who are at present engaged in the trade. Past reports of the Douglas Steamship Company were by no means encouraging, hinting that for some time to come there would be no great development in the trade of the coast.

ports. Mr. Uchida, however, bears out our views with regard to the further development of the maritime trade principally in North China, and there can be no doubt that it is capable of very great expansion when the war is brought to an end. What the trans-Pacific trade is capable of, must be left to the future, for no approximate estimate can yet be formed. But that such a trade could be fostered and considerably enlarged it does not require much foresight to recognise. With the reorganisation of its financial system and the betterment of its administrative departments, Mexico is likely to prove an extremely profitable source of revenue for shipping. At present it is rising from the ashes, and its future prosperity is just discernible, but those who are first on the field, ready to enter at the probationary period, are bound to reap the reward of their enterprise. Mr. Uchida's cogent article makes good reading to those interested in Hongkong's shipping, and should do much to dispel the vague fears and doubts which have lately arisen as to the prospects of Hongkong shipping.

LOCAL AND GENERAL.

THE German mail of the 16th March was delivered in London on the 14th inst.

THE name of Mr. L. A. Rose has been added to the list of authorised architects.

THE next Criminal Sessions of the Supreme Court will be held on Tuesday, the 18th inst. at 10 o'clock in the forenoon.

MAJOR General Villiers, Hutton, commanding the forces in South China, inspected the Hongkong Volunteer Corps this afternoon.

THE Hon. Dr. F. W. Clark has been appointed a lay member of the Church Body, vice the Hon. Dr. J. M. Atkinson, resigned.

H. E. THE Governor has given directions for the rescission of the proclamation declaring Shanghai to be a port or place at which an infectious or contagious disease prevails.

A CORRESPONDENT writes complaining of the absence yesterday of tramcars on the loop line running to Happy Valley where a most important football match was being played.

At Singapore on the 7th inst., the Tanjong Pagar Dock Expropriation Bill was read a third time and passed. Mr. Sheffer said "No" to the motion, but did not press for a division.

PROGRAMME of music to be performed by the Band of the 93rd, Burma Infantry on the New Parade Ground, on Monday next, the 17th inst. from 5 to 6.30 p.m.:

March—The Union's Call—Hilbert
Overture—The Tides—Rogers
Selection—The Tides—Rogers
Dance—The Tides—Rogers
Selection—The Tides—Rogers
Valse—The Tides—Rogers
God save the King.

THERE has been practically no business done by the sellers of the Huey lottery tickets, from the City wall downwards towards Bangrak, for the past two days, says the *Bangkok Times* of 5th inst. They don't make enough out of it. The agent for the farmer, who appoints the ticket sellers, it appears, demands this year 100 ticals from each seller before he is allowed to start business. Then when the seller has prepared everything, clerk, lamp, stand, writing materials, etc., all he is allowed as profit is one salung in each 25 ticals he receives. The seller, maintain that, at this rate, it would be more profitable to do something useful for a living, and they are thinking about changing their vocation now.

THE death is announced at Bangkok of Admiral John Bush, who was the "Father" of the Bangkok Dock, which dates back to 1865, and amid all the recent changes remained the principal shareholder. One of his last acts was the purchase from the Borneo Co., Ltd. of the present Protestant Church property and that no doubt was done with the idea of adding it to the Dock property. Mrs. Bush died many years ago, but of their children at least Mr. J. M. Bush, master mariner, Mr. Kurizals and Mrs. Davidson still survive, and two grandsons, Mr. Frank Stewart and Capt. Stewart of the *Borneo*, are well known in Bangkok. The late Mrs. John Anderson, Singapore, was a daughter of the Admiral, who was 86 years of age.

In the Reading Room at the Kowloon docks last night Mr. J. Lambert, superintendent engineer of the Hongkong and Whampoa Dock Co., Ltd., who has been appointed to the position of Lloyd's Surveyor in succession to Mr. Newman Mumford, transferred to Constantinople, was presented with a very handsome and massive silver salver, by Mr. T. Neave, on behalf of himself and the rest of the staff of the Dock Co. as a token of their good will and esteem for their departing colleague. Mr. Neave, in making the presentation, spoke of Mr. Lambert's many years' connection with the docks, and the pleasant relations that had always characterized his association with his colleagues, and of the sincere regret experienced by them all at his leaving them—a regret tempered, however, by a remembrance of the fact that Mr. Lambert was not leaving Hongkong, but merely removing to another and more important sphere of usefulness in this Colony. Mr. Lambert acknowledged the gift and the kindly expressions which had fallen from Mr. Neave, and said that, while he himself regretted leaving, his duty called him elsewhere, but it was such that it must always keep him in touch with his old friends and colleagues. The rest of the evening was passed by a very enjoyable, though impromptu, "Smoker."

THE CHINA-BORNEO CO., LTD.

ANNUAL MEETING.

Mr. A. G. Wood presided at the second ordinary yearly meeting of shareholders in the China-Borneo Co., Ltd., held at noon to-day at the offices of the Company, St. George's Building. There were also present Hon. Sir C. Paul Chater, Messrs. E. Osborne, J. Wheeley (Consulting Committee), W. Parlane, J. W. C. Bonnar, T. Arnold, W. H. Wickham, L. E. Ozorio, O. Baptista, and A. H. M. da Silva.

The notice convening the meeting having been read, the Chairman said—Gentlemen, the report and accounts have now been in your hands for some time and I presume that you have no objection to their being taken as read. The company's operations during the period under review show a fairly satisfactory result, but not quite so satisfactory as was anticipated. The storm that passed over B. N. Borneo on October 31st did a great deal of damage in the jungle and threw everything back considerably. January, February, November and December were very unusually wet months and hauling was greatly interfered with, and these circumstances combined have made the output of timber smaller and the relative cost higher than it would otherwise have been. You will have noticed from the accounts that over \$70,000 have been spent during the year 1904 in developing and additions to the company's various properties in Borneo, and this sum has for the most part been unproductive during the period under review, but as all this work was practically completed in the early part of the current year we hope that it will now contribute to the company's earnings. We have recommended that the sum (\$67,723.45) available for appropriation be dealt with as follows:—to pay a dividend of \$1.00 per share, absorbing \$46,000; to write off launches and lighters, \$10,000; to write off plant \$2,400; to write off timber concessions \$2,723.45; total \$61,123.45, and we hope you will approve this. The various properties have been well kept up and all are in good order. The company's business during the current year has, so far, shown satisfactory results. Before proposing the adoption of the report and accounts now before you I shall be glad to answer any questions you may wish to ask.

There being no questions the Chairman moved that the report and accounts as presented be adopted and passed.

Mr. T. Arnold seconded, and the motion was carried.

Mr. W. Parlane proposed the re-election of Mr. A. G. Wood as a member of the Consulting Committee.

Mr. Bonnar seconded, and the motion was carried.

On the proposition of Mr. W. H. Wickham, seconded by Mr. T. Arnold, Mr. W. Hutton Potts was re-elected auditor.

The Chairman thanked shareholders for their attendance, and announced that dividend warrants would be ready on Monday, and could be had on application at the company's offices.

HONGKONG SCHOOLS SPORTS.

The committee responsible for the arrangements in connection with the annual athletic sports of the Hongkong Schools have been unfortunate in their selection of dates for the meeting. Postponed from several weeks back on account of rainy weather it was decided to make a start with the various heats this afternoon, when the weather although much more favourable than that which prevailed at the time arranged for the former meeting was not ideal either from the point of view of the spectators or of the competitors. There is a lengthy programme to be got through, and it is to be hoped that on Monday when the finals and other events are to be brought off the sky will have cleared and a bright afternoon favour the fuctions. The officials of the meeting are as follows:—Patrons:—His Excellency the Governor, Vice-Admiral Sir Gerard L. Noel, K.C.B., His Excellency Major-General Sir Villiers Hutton, C.B., Rear-Admiral Hon. A. Curzon-Howe, C.V.O. The Right Rev. Bishop Hoare, Rev. Father Maria, Pro-Vicar Apostolic, Sir H. Spencer Berkeley, K.C., The Hon. Mr. F. H. May, C.M.G., The Hon. Mr. E. H. Sharp, K.C., The Hon. Sir C. P. Chater, Kt., C.M.G., Dr. G. H. Bateson-Wright, Conestable A. G. Romano, Consul-General for Portugal and Mr. M. Noma, Consul for Japan. Clerks of the Course:—Messrs. R. E. O. Bird, A. O. Brawn and H. L. Garrett, Starters:—Messrs. T. K. Dealy, B. James, and H. Sykes. Judges:—Mr. B. Tanner, Rev. Bro. Stephen and Mr. W. H. Williams, Handicappers:—Messrs. H. Sykes and B. Tanner. Official Time-keeper:—Mr. W. E. Curwen, and Rev. Bro. Cyprian, Stewards:—Mr. T. Sercombe Smith, Mr. H. N. Mody, The Hon. Dr. Ho Kai, C.M.G., Rev. E. J. Barnett, Mr. W. L. Braidwood, Rev. Bro. Silvester, Mr. G. Pacey, The Hon. Mr. Wei-Yuk, Mr. F. J. Badeley and Mr. Ho Tung. General Committee:—Messrs. T. K. Dealy, R. E. O. Bird, A. O. Brawn, A. W. Grant, A. H. Crook, R. J. Birbeck, W. H. Williams, H. Sykes, B. Tanner, B. James, Rev. Bro. Stephen, Messrs. G. P. De Martin, H. L. Garrett, and W. E. Curwen. Working Committee:—Mr. T. K. Dealy, Rev. Bro. Stephen, Messrs. B. Tanner, H. James, R. E. O. Bird, A. O. Brawn, A. W. Grant, H. L. Garrett, P. L. Brown, A. Stewart, Ho Shai Fu, J. Ezra, F. Vidal, Yanguis, T. Loh, Glaisermann, Crolius, C. V. Curreen, M. Souza, and Cheung Kwok Wing. Hon. Treasurer:—Mr. A. W. Grant. Hon. Secretaries:—Messrs. R. J. Birbeck and G. P. De Martin.

DISCUSSING prospects of increased trade between Java and Australia, Captain Williams, of the steamer *Atika*, is of opinion that good business will soon be established. He states that the trade shows improvement on each trip, a good deal of tea now being grown in Java, and efforts are being made to establish a market for it in Australia.

BALTIERS.

P. & O. POONA'S EXPERIENCE.

FLEET IN FIGHTING
CONDITION.

When the *Poona* arrived at Singapore and heard that the Baltic Fleet had just sailed there was great joy among the passengers. Of all things they hoped to be held up, so they followed in the track of the Russians. Somewhere near the island of Condore, which has become famous of late, they sighted the Baltic Fleet. When a representative of the *Hongkong Telegraph* went aboard of her in Hongkong harbour to-day, he found the officers and the doctor enjoying themselves hugely, because they had news up their respective sleeves. At length one of the officers deigned to give some facts.

Shortly after daylight on the morning of the 11th inst., three vessels widening out towards the horizon were sighted. Coming a little nearer, it was found they were cruisers. The case of the *Malacca* came to their minds, but they went on at the usual speed of about 12 knots to 14 knots an hour.

It was evident they were warships and that they belonged to the Baltic Fleet. Whether they belonged to this type or to the other type troubled not a soul. A quick swerve on the part of the nearest rearguard scout brought the *Almaz* within speaking distance of the *Poona*.

"Do you mean to say, they are fast cruisers?"

"At the rate the *Almaz* came up to us I should say she was steaming 20 knots an hour."

"But what about the seaweed?"

"All nonsense. Of course the vessels are not painted as a man-of-war would be in times of peace, but to say that they are anything but in fighting condition would be to make a fool of our own boats."

The *Almaz* came up, circled round and asked:

"What is your name?"

"The *Poona*, of Glasgow."

"And your cargo?"

"General."

"Where are you bound?"

"Hongkong and Shanghai."

The officer, who gave the information, was not quite sure whether it was Hongkong or Shanghai that was flagged.

"Then I wish you a pleasant voyage."

"Thanks," was the usual curt British answer.

The fleet had been sighted at 8.30, in the morning and the *Poona* kept in close touch with them for eight hours, until 4.30.

"Scout to scout," said the officer of the *Poona*, "would be about eight or ten miles."

All the ships were flying the blue pennant at the fore, and when the question was asked—"Where about was the flagship?" the answer was that it must have been one of the vessels on the right, because all the others took their orders from her. So that the flagship is the *Kutus Souwaroff*, a battleship of 13,516 tons displacement.

It was a great time for the *Poona* and her passengers. A few have photographs, but judging from the negatives we have seen they do not give an adequate idea of the strength of the Fleet. The formation of the Fleet was as follows.

Right—Battleships.

Inside—Four torpedo boats.

Centre—Two lines of merchant men, colliers and transports, with a hospital ship.

Outside—Four torpedo boats.

Left—Five Volunteer Squadron boats, and the cruiser *Oleg*.

Ahead were three scouts; two and a half miles separating one from the other. At the rear there were three other scouts—the *Dimitri Donskoi*, the *Aurora* and the *Almaz*.

According to the officers of the *Poona* it is absolute folly to ridicule the character of the Baltic Fleet. The story about seaweeds might be all right so far as the colliers and the transports were concerned, but the Fleet itself was in first-class ocean-going condition. The scouts were fully two miles ahead of the Fleet, and the Fleet itself, which means the colliers, transports etc., was travelling at a uniform rate of 10 knots an hour. "From the point of view of an R. N. R. man, the Fleet of the Russians is a pretty hard nut to crack." That was the opinion of a clever officer on the *Poona*.

When the *Poona* sighted the Baltic Fleet the latter was moving E. N. E. That would take them straight to Hongkong. But at sunset the route was changed a little to the northward, so that in the opinion of the practical sailors the Fleet was making for the Paracels where it could coal. The Paracels have a bad name among seamen, for more boats have gone ashore there than on the Natunas. But at this time of the year there is no surf, and it would be quite easy to fill up the bunkers there.

"From a Royal Naval Reserve man's point of view, what do you think of the Baltic Fleet?"

"Tell you the truth, I think the Japanese have a tough job if they try to tackle it."

D. I. MAIL SAILS THROUGH THEM.

On the 8th inst., Captain Herrington of the British India Mail Packet *Taru*, reported on arrival at Singapore:—

Passed Russian Fleet of 47 vessels off the One Fathom Bank at 1.30 p.m. on the 7th. They consisted of eight four-funnelled ships, hospital ships, colliers, torpedo-boats, and converted cruisers.

The fleet was a very fine sight and was discerned some time before noon. It was travelling about eleven knots, apparently, the rate of the colliers and slower vessels. As the *Taru* was coming along at fifteen she soon overhauled the war vessels, which she passed near enough to get some photographs.

If the fleet is coming through the harbour they should be signalled by about 11 a.m. but they may go down the Durian Straits and pass during the night, says the *Free Press* of 8th inst.

It has been no great secret in Singapore that for some time past there have been large shipments of biscuits, boots, and miscellaneous stores for Saigon. The *Tanlin* and the *Dogmar* have both left with cargoes containing provisions that might be used by the fleet, and it is reported that over two thousand tons of biscuits have gone. It is not believed that these provisions will be taken into Saigon, but that they will be transhipped into another steamer outside, which will await the fleet. The steamer *Hiendo* now at the wharf is loading coal 4,000 tons, which is said to be for the same destination, but this may be one of the rumours of which there are so many about.

It is not considered at all likely that the Fleet will put into this port, but that it will sail through the Durian Straits and so on to the next port of call. It may be noted that the Penang report was 27 vessels, while Capt Herrington reports 47. It is plainly not the whole of Rozhdevsky's Fleet which left Madagascar on March 16th, for an unknown destination. It may be that the Malacca Division is intended as a sort of blind while the rest of the more powerful ships have gone to the south and round Java. The Division coming down the Straits is said to be coming slowly, on the lookout for Japanese mines, which they doubtless suspect to be strewn through all the waters of the East.

At 12.45 on the 8th eighteen were in sight from the Signal Staff on Mount Faber, but it could not be told whether they were making for the Port or to pass to the southward through the Durian Straits.

1.05 p.m.

The Russian men-of-war are now off the Karimons, two hours steam off the western entrance to the harbour.

1.15 p.m.

Thirty-eight vessels are now in sight.—

The following appears in Manila papers under telegraphic information:—San Francisco, April 10.—Almost the entire Russian fleet is now headed, northeast from Singapore. The last of the vessels of the fleet passed Singapore late Saturday night. Togo's fleet is reported in the vicinity but the reports of the number of vessels he has are conflicting. Rumors of a battle have been received but they are not yet confirmed. It is generally believed that Rojdestvenski intends heading north of the Philippines unless intercepted in the South China sea. The Vladivostok squadron under Admiral Jessen, consisting of the cruisers *Rassiya* and *Gromozol* and about twenty torpedo boats, has sailed to join the Baltic squadron. It is stated in Paris that should the Baltic fleet be hopelessly defeated the engagement will end the war.

THE EASTER HOLIDAYS.

Friday, the 21st, and Monday, the 24th of April, being public holidays under "The Holidays Ordinance, 1875," will be observed as Government holidays.

H. E. the Governor has been pleased to appoint Saturday, the 22nd of April, to be observed as a holiday throughout the Government departments, except the Police Magistrates' Department.

The Police Magistrates' department is excluded from the operation of the Ordinance on Monday, the 24th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 15th at 12.5 a. The barometer has risen over Japan, and is little changed elsewhere. A depression is moving away over the Pacific to the E. of N. Japan, and the highest pressure is lying over W. Japan.

Gradients continue slight over the China coast, and moderate E. to S. winds will probably prevail in the Formosa Channel and N. part of the China Sea.

Forecast:—SE. winds, moderate; showery, fog at times.

HERR F. O. Licht, of Magdeburg, in his monthly circular on the beet sugar trade, states that the production has decreased 779,000 tons. His estimate for the campaign is unchanged.

SHIPPING AND MAILS.

MAILS DUE.

French (*Tonkin*) 17th inst.
Indian (*Namsang*) 17th inst.
French (*Dumbea*) 18th inst.
American (*Alongolia*) 20th inst.

The s.s. *Rubi* left Manila on 15th inst., at 10 a.m., and is due here on 17th inst., at 3 p.m.

The chartered s.s. *Langbank* from Hamburg left Singapore for this port on 14th inst., p.m., and may be expected here on 21st inst.

TELEGRAMS.

[Reuter's.]

The Baltic Fleet.

LONDON, 13th April.

As the cruiser *Sulej* passed the Baltic fleet 550 miles N. E. of Singapore, the Dutch report of fighting at the Anambas is not credited.

Great Britain and France.

In connection with the visit of the French fleet, the London Corporation will entertain the officers at the Guildhall on the 10th August. Arrangements are also being made for the sailors to march through the City.

The British Atlantic squadron will visit Brest early in July.

QUEENSLAND AND HONGKONG.

COMMISSIONER COMES TO CAPTURE ORIENT TRADE.

Queensland is still pushing ahead, and if she doesn't capture the trade of the Orient the fleet will not lie with her energetic representative, Mr. Frederic Jones, Commissioner for Trade. It is about a year since Mr. Jones was in Hongkong, but the effect of his previous visit is to be found in the greatly-increased import trade from Australia. He arrived to-day from Manila, and at once installed himself in the office of Messrs. Barrett & Co. who are now handling the greater portion of the Australian import trade into South China.

Interviewed by a representative of the *Hongkong Telegraph*, Mr. Jones proved to be as genial and obliging as ever, and quite as business-like.

A DEAL IN MANILA.

"Just come from Manila? Yes, I left Brisbane on 20th February and arrived at Manila in time to deal with the question of the tenders for beef and mutton for the United States Army. When the tenders were first opened it was thought that the award would go to New South Wales. Cables to that effect were sent, and it was announced in the newspapers that New South Wales had got the contract.

"Representations were made to the Chief of the Commissariat Department on the subject of the quality of the meat that had been supplied by Queensland during the last twelve months. It was pointed out that the meat had been always up to standard, a fact which was given on the authority of the officers of the Army. We also said that we were prepared to send a direct line of steamers from Brisbane to Manila every six weeks, thus saving the cost of cold storage. We also advanced several other arguments. Eventually, after an anxious delay of seven days, General Corbin confirmed the recommendation of the Chief Commissary, with the result that the award was given to Queensland for £95,000, or nearly a million dollars.

NEW STEAMSHIP LINE.

"That was not only good business, but it also paved the way for the starting of a direct line of steamers between Manila and Queensland, Brisbane being the terminal point. In my recommendations to the Government with respect to a subsidy for this line, I have suggested that the service should be a monthly one, and that the boats should come on to Hongkong, making Hongkong the terminal point at this end.

CHEAP AUSTRALIAN MEAT FOR HONGKONG. "As a matter of fact this is really paving the way to give the people of Hongkong the same low priced and high quality fresh meat as Manila enjoys. I might mention that since my visit to Manila twelve months ago I have succeeded in reducing the retail price of the best beef—prime cuts—to 25 cents, or sixpence.

In addition, Queensland has secured a very firm hold in the Philippines for lumber, flour, coal and fruit and vegetables. My first shipments of fresh fruit, trial consignments, will reach the Philippines in about a month from to-day. I refused to allow the fruit to be placed in the hands of any particular firm. Instead, I have arranged that the shipments shall be sold by auction, in small lots, so that there may be a large demand and the consumers may be reached direct.

TRADE RAPIDLY INCREASING.

"The increased volume of trade to Hongkong of Queensland products since I was last in the Colony has been most gratifying. In leather alone the business has assumed big proportions, and the constant repeat orders is evidence that the Queensland material is suitable for this market. I have with me, and shall have ready for inspection during the early part of next week, samples of compressed fodder, lucerne hay—now compressed by a new method which compresses the hay into just half the bulk it previously had—oats, barley, bran, and other feed stuffs; hams and bacon, which are now finding their way into the London market with good results; canned meats, fruits, and flour, the quality of which is reported by the Australian Consul-General to Washington, to be of a very high grade.

"While talking about flour, I might say that owing to the energetic action of the Hon. D. Denham, Minister of Agriculture in Queensland, we are really doubling the area of country under wheat every year."

A TIP TO THE GOVERNMENT.

Quarried with regard to the imports into Hongkong from Australia, Mr. Jones gave vent to a growl. "There are no statistics to be got here. True there is no Customs because it is a free port; but in Singapore, where the same conditions prevail, the statistics are of very great commercial value, because they are full and accurate. I've spoken about this fault in Hongkong before, but it doesn't seem to produce much good. It is a great pity this matter does not receive the attention of the Government here."

Mr. Jones stated that he would be in Hongkong for a month and can be seen at Messrs. Barrett & Co.'s office in Queen's Road Central. As the newspaper man was leaving, Mr. Jones quoted after him—"Don't you forget to say that Queensland is to capture the trade of the Orient."

BRITISH OFFICER MISSING.

On the arrival of the West Iver steamer *Tai On*, in harbour yesterday, it was reported that the Chief Officer, Mr. J. Angus, was missing. It appears that he was last seen on board at 8 p.m. on Thursday, and that he then gave orders that he was to be called later if necessary. As he was going to bed in his cabin, it was not necessary to call him during the night, and when the boy went to the cabin early yesterday morning it was found that he was not there nor had his bunk any appearance of having been slept in. A thorough search of the vessel was made on the occurrence being reported to the captain, but no trace of the missing man could be found. Just previous to retiring on Thursday night Mr. Angus stated to the Chief Engineer, that he did not see the use of living; an old man with a paralysed arm, what was the goal of life to him! From these facts is deduced the supposition that the man, in a fit of temporary insanity jumped overboard. He left no letters to explain his disappearance. Mr. Angus, who was in the prime of life, was making his first voyage in the *s.s. Tai On*. Previously to that he was unemployed for eight months; and that, together with the fact of his having a paralysed arm, no doubt had been preying upon the poor man's mind.

MASONIC.

ROYAL ARCH CHAPTER.

Last night, at the Masonic Hall, Zetland Street, the District Grand Royal Arch Chapter of Hongkong and South China installed the Principals Elect of Victoria Chapter, No. 535 for the ensuing year as follows:—Bro. Hauker, M. E. Z.; Bro. Sykes, H.; Bro. Graham, J.; Bro. Purcell, Scribe E.; Bro. Crown, H.; Bro. A. J.; Bro. Kellon, P. S.; Bro. Townsend, First A. S.; Bro. Willock, Second A. S.; Bro. Winter, Treasurer; Bro. Thwaites, D. C.; Bro. Wilson, Steward; and J. Vanstone, Janitor. An informal "Smoker" wound up the evening's proceedings.

SHIPPING JETSA.

The steamer *Tean* from Manila was delayed nine hours off Waglan by the fog.

The master of the *s.s. Merionethshire* reported having passed on April 3 at 10.45 p.m. a vessel floating keel upwards in Lat. 12 deg 53 min North and Long. 111 deg 41 min East. The derelict was twenty feet in length and projected two feet above the water.

The work on the *s.s. Kong Nam*, Messrs. E. C. Wilk's steamer, which was safely got off the rocks, on Ma Wan Island, and towed to the docks is progressing very speedily, and it is anticipated that within a week she will once again be performing her duty for her owners.

Arrangements were made for the China Navigation Company's steamer *Tsinyu*, to proceed from Sydney to Noumea and enroute 120 Japanese coolies, who have just completed a term of service in the nickel mines of New Caledonia, and under the terms of the contract are now being returned to Japan. The *Tsinyu*, after leaving Noumea, will proceed direct to Port Darwin, and thence to Hongkong and Japan.

The E. and A. Company's steamer *Empire* (Messrs. Gilh, Livingston & Co.) which arrived to-day from Australia, had a full complement of passengers, and the whole of her cargo space had been engaged. The cargo included 800 tons of wheat, 800 tons barley, 50 tons oats; 200 tons flour, 300 tons fodder, 50 tons copper, and 300 tons frozen produce. She also has a shipment of leather, and a quantity of milk, butter, etc.

OSAKA SHOSHEN KAISHA.

PREPARING FOR EVENTUALITIES.

In Thursday's issue, we suggested that in view of the proximity of the Baltic Fleet to Hongkong, the Osaka Shoshen Kaisha might have to consider the advisability of bringing their vessels under the English flag in order that they might escape capture and destruction at the hands of the Russians. To a certain extent that forecast was not very far wide of the mark. When the war broke out the Osaka Shoshen Kaisha's fleet of steamers was sent to Japan to engage in purely Japanese business, either for purposes of the Government or in private trade. It was necessary, however, to maintain the trade which had been built up between Hongkong, Swatow, Amoy and Formosa, and accordingly five foreign-owned vessels—Norwegian and German—were engaged, and these boats have been regularly running on the Osaka Shoshen Kaisha's coast route. Now that the Baltic Fleet has appeared, however, it is possible that difficulties might arise should a Japanese-managed boat fall into the grasp of a Russian cruiser. The fact that Formosa is one of the points of call also led to the decision that arrangements should be made to meet any contingency. It has therefore been agreed that Messrs. Bradley & Co., Hongkong, will deal with all questions which may arise should the vessels under the control of the Osaka Shoshen Kaisha become involved. In other cases the vessels will be managed by the Japanese, Messrs. Bradley & Co. only appearing on the scene when questions of difficulty arise.

CHINA BORNEO CO.'S SLIPWAY.

THE G.V.S. "PETREL" UNDERGOING REPAIRS.

The G.V.S. *Petrel* will be in commission again in a few weeks' time. She is now up on the new China Borneo slipway, undergoing a thorough overhauling. She luckily was not damaged below the waterline when she was driven ashore during the great storm of October 31st, but her mast was snapped and about forty feet of the port bulwark was smashed in, probably the result of a collision with one of the heavy timber lighters which were adrift on that eventful night.—*N. B. Herald*.

NAVAL NOTES.

H.M.S. *Glory* has gone into dock at Kowloon.

It will be remembered that, some time ago, an accident (reported in these columns) occurred on board of H.M.S. *Vengeance* at Weihaiwei. One of the victims, who is being invalided from the Service with a smashed ankle and who also is taking passage home in his own ship, is to be helped by an assault-arms and variety entertainment given on his behalf at the Bijou Theatre here, on Saturday, and we hope it will be a success. The programme will be a good one and among those assisting are T. Armstrong, J. Halligan, W. Fox, and M. Lacey, all of *Vengeance*, together with some local talent. Professor Miller, hypnotist, will give a performance and lecture. Several of the local "influentials" have promised their support so there should be a record attendance.

NEW JAPANESE BATTLESHIP.

TESTING HER "JACKET."

Possibly the details published in *Engineering* as to the strength of the armaments for the new Japanese battleship *Kankima*, now being constructed by Sir W. G. Armstrong, Whitworth & Co., Ltd., in England will be best appreciated by those familiar with engineering and technical terms; but the facts as given in the journal mentioned are striking as showing the strength of the modern war-ship. They are as follows:—

The plates were of the usual width and length, 8 ft. by 8 ft. (2.43 metres), and the weight was 360 lb. per square foot, or practically equal to a thickness of 9 in. (228 millimetres). For the purposes of trial the plate was backed with a 2 ft. (61 centimetres) of oak, to the rear of which, again, was a steel plate, representing the ordinary skin of the ship. The attack was by a 9.2 in. gun, using Fifth projectiles, weighing 380 lb. (174.4 kilogrammes), which were supplied for the purpose by the British Government.

In the first round the striking velocity was 1,814 ft. per second, equal to striking energy of 8,868 foot-tons. This shot penetrated to the extent of one-third of the thickness of the plate, to 3.1 in. (78 millimetres), and there was extensive flaking of the surface above the point of impact. The back was bulged only to the extent of 1.9 in. The projectile was broken into at least 155 pieces, the largest weighing 35 lb. (16 kilogrammes). The fragments recovered represented 208 lb. (94.5 kilogrammes) out of a total of 380 lb. The second round was of slightly less power, the striking velocity being 1,793 ft. per second, equal to a striking energy of 8,475 foot-tons. This shot had much less effect on the plate, the maximum penetration being only 1.25 in. (32 millimetres), but the bulge at the back was 1.5 in. (38 millimetres). In this case the largest fragment of the shot remaining was only 28 lb. in weight (13 kilogrammes), and the aggregate weight of the fragments recovered was 173 lb. (79 kilogrammes).

At the conclusion of the first two rounds the representative of the Japanese Government formally accepted the plate, but it was decided to fire two further rounds in order to demonstrate its full resistance. The third round was fired with a striking velocity of 1,889 foot-seconds, equal to a striking energy of 9,400 foot-tons. This was a more severe attack than the first shot, and there was less flaking, but the penetration was exactly the same. The bulge at the back of the plate, however, was the same, being 1.9 in. (48 millimetres). The shot suffered severely, the largest fragment being 12 lb. (5.5 kilogrammes) while the aggregate weight of the pieces recovered was 173 lb. (78.5 kilogrammes).

In the case of the fourth shot a still higher velocity was developed, the striking velocity being 1,985 foot-seconds, giving a striking energy of 10,375 foot-tons. The point of the projectile became fused into the plate, and it was thus impossible to measure the penetration, but the bulge at the back was greater than in any of the other instances, being 2.5 in. (63 millimetres). The largest piece of the shot recovered was greater than in the other instances—namely, 39.5 lb. (18 kilogrammes). The pieces of the broken-up shot recovered weighed 183 lb. (83.5 kilogrammes). Slight irregular cracks developed after the firing of the fourth shot, from the centre of the damage caused by the first round, but an examination of the back of the plate shows that these cracks were more or less surface effects. At the rear, however, a separate crack was formed, but whether as the result of the more severe attack of the fourth round it is difficult to say; this seems probable, as the bulge at the back due to the fourth round was 2.5 in. (63 millimetres), which would involve very considerable strain on the rear of the plate, especially as the points of attack of the first and fourth rounds were close together. The result was certainly very satisfactory, as no through cracks were developed; the velocity of the last shot was exceptionally high, and in excess of the requirements of the British Admiralty. The trials were attended on behalf of the Japanese Government by Captain K. Iwamoto.

FORTHCOMING LAND SALE.

Particulars and conditions of the letting by public auction sale, to be held on Monday, the 1st prox., of 10,000 square feet of Crown Land at Causeway Bay, have been published. The annual rent is \$104, and the upset price is \$5,000. Before the expiration of twenty-four calendar months the purchaser of the lot will have to expend on the property not less than \$10,000 in rateable improvements. He will also have to construct a storm water nullah along the south-east boundary of the lot, which is registered as Island Lot No. 1740.

AIDS TO NAVIGATION.

LIGHTS IN CHINESE WATERS.

The thirty-third issue of the list of the light-houses, light-vessels, buoys, and beacons on the coast and rivers of China, with corrections up to the 1st December last, has now been published by the Imperial Maritime Customs and a copy sent for our acceptance. The work contains charts of the China coast, showing the position of lights and the limits of the customs districts, and eight others giving the position and kind of lights. From the summary of these artificial aids to navigation in Chinese waters, it is seen that the total of lights, light vessels, light-boats, buoys and beacons is now 349, including 102 lights, four light-vessels, 21 light-boats, 113 buoys, and 109 beacons, to which the approaches to, and harbour of, Shanghai contributes a total of 84, while Canton comes next with fifty. It is pointed out that no corrections to the list of lights at Hongkong or Weihaiwei have been received since 1903. The foreign lights staff comprises nine men on light-vessels, and 37 lightkeepers in light-houses, and these are assisted by a Chinese staff of 240.

WAR OF FREIGHTS.

THE AUSTRALIAN TRADE.

COMPETING FOR THE EASTERN TRAFFIC.

Trade between Sydney, Manila, China, and Japan is a big thing, but a rather serious problem confronts shipping companies at present engaged in the trade. It is beginning to present features which indicate that the strongest only can survive.

Two British companies have the flag flying, but latterly the North German Lloyd has entered the list, and placed some up-to-date vessels on the berth. The Britishers are the E. and A. Company, with the steamers *Empire*, *Australia*, and *Eastern*, and the China Navigation Company, with their well-known vessels—the *Taiyuan*, *Chingta*, *Changsha* and *Tsinyu*. When the war between Russia and Japan comes to an end—possibly, before that time, there will be a fourth company, for the Nippon Yusen Kaisha, with its fine fleet, will resume plying from Yokohama to Australia.

What will happen is hard to say. Times are not so flourishing as to allow the four companies to run profitably and with the advantages of peace in the east, it is not at all probable that Japanese expansion will provide trade for such big concerns. It costs a lot of money to run up-to-date passenger and cargo steamers, while shareholders naturally expect some return for their money.

The N.Y.K. will doubtless receive a subsidy from the Japanese Government, just as it did before the war, while the other companies will have to battle on with this handicap. The N.D.L. is a powerful company, and has not commenced running between Sydney and Japan for fun.

The China Navigation Company has an extensive fleet in Chinese waters, and the E. and A. Company has a trio of vessels capable of pleasing the most fastidious traveller.

The fight is to be one in which THREE FLAGS ARE ENGAGED, and the result will be worth watching. Australian legislation may or may not assist the Britishers; the feeling is, that it should, but will it?

Freight rates now are not high, and some particulars were supplied to an *Evening News* (Sydney) reporter, on 7th ult., which may surprise people. The reporter was told that rates from Japan to Australia were about 10s per ton, and this is said to be less than the rate received by interstate companies. It is cheaper, therefore, in these figures, to have goods brought from Japan to Australia than it is to send them from Sydney to Fremantle or Adelaide.

The gentleman who supplied the information is interested in the trade and knows the position exactly. He asks: "What are the foreigners looking for?" and then, in the same breath, says: "Surely the Australian Government is not going to encourage a flag other than the ensign of the British Mercantile Marine."

In the pioneering days, when the E. and A. Company was opening up a trade with the East, it was not an uncommon thing for vessels to come to Australia with the ashes from the furnaces "damped down" in the holds for ballast. This is not idle fiction, but a matter of history, and the question in view of the future prospects, is asked, "will history repeat itself?"

There are now reports about the building of new steamers for the trade. They are not being built, it is explained, because they are going to pay, but because it is a matter of necessity in order to hold the traffic against the intrusion of outsiders.

Another feature of the business is that freight rates between San Francisco and the Orient are low. "Frisco" is also a powerful rival, and is making a bold bid for the Japanese trade. In the circumstances Australia should be awake to the position, and not allow the trade which offers with China and Japan to slip through her fingers.

The China Navigation Company's steamer *Taiyuan*, now in port, called at Manila on the run to Sydney, being the first steamer for some time to call at the American port on the passage to Sydney from Hongkong. Steamers call there regularly on the voyage north from Sydney.

It is worthy of note, perhaps, that the steamers of the companies named, make different calls on the passage from Sydney. The E. and A. Company and the China Navigation according to announcement, visit Queensland ports, Thursday Island, and Port Darwin; but, in addition to this, the E. and A. steamers make a special feature of calling at Timor, the Portuguese possession en route.

The N.D.L. steamers, although they have dropped Singapore, have retained New Guinea in the timetable.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

MONDAY,

the 17th April, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDAY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD EXTENSION DINING TABLE, AMERICAN ROLL-TOP DESK, TEAKWOOD SIDEBOARDS with BEVELED GLASS, HATSTANDS, TEAKWOOD BOOK CASE with DESK attached, COPYING PRESS, MARBLE TOP WASH STANDS, TEAKWOOD OVERMANTEL with BEVELED GLASS, &c., &c., &c. Terms:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 15th April, 1905. [478]

NOTICE is hereby given that Mr. NG LI HING of the "GOH GUAN HIN" Hong, No. 208, Wing Lok Street, Victoria, Hongkong, Merchant, will not be Responsible for any Debts contracted by his Son NG KAI SUI, otherwise called NG CHAP NG, who is a minor of 17 years of age, and has no property whatever either in reversion or in expectancy. The Public are hereby warned against lending him money or contracting with him in any manner. Dated the 15th day of April, 1905.

EWENS AND HARTSON, Solicitors for NG LI HING. [80]

WEISMANN, LTD.

RECOMMEND THEIR HOT-CROSS BUNS, 60 CENTS PER DZ.

PLEASE send your Orders in time to secure prompt supply.

H. WEISMANN, Manager, Hongkong, 15th April, 1905. [46]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on WEDNESDAY, the 19th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers, Hongkong, 15th April, 1905. [460]

HONGKONG GYMKHANA CLUB.

PROGRAMME OF THE FIRST MEETING to be held at the HAPPY VALLEY, ON

SATURDAY, 13th May, 1905, (weather permitting).

PROGRAMME:

1.—THREE-QUARTER MILE FLAT RACE.—For all China Ponies which have never won an official race and Griffins at date of entry. Weight for inches as per scale. Unplaced Ponies allowed 5 lbs. Hongkong Subscription Griffins of any season allowed 5 lbs. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning jockeys allowed 5 lbs. Entrance fee \$3. 1st Prize: A Cup presented by Hon. W. J. Gresson, and Prize: \$35.

2.—HOLY PONY Scurry.—Open to all bona-fide China Polo Ponies, to be passed as such by the Committee of the Club. Catch Weights. Distance 250 Yards. To be run off in three heats. Entrance fee \$3. 1st Prize: A Cup presented by A. Babington, Esq. 2nd Prize: \$35.

3.—GYMKHANA CLUB CHALLENGE CUP.—Value \$300. Distance one mile; for all China Ponies. Catch weights at 10 stone 6 lbs. Winners of an open race or open Griffin race 5 lbs. extra. Non-winning Subscription Griffins allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the Cup, counting four points for a first; two for a second; and one for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Second Prize: A Cup value \$100. Entrance fee \$5, to go in the purchase of a memento to the winners of each race.

4.—LADIES' NOMINATION.—"UNT SALLY" RACE.—Gentlemen to start mounted opposite Judge's box, where dolls will be placed in the bank. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point, when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Entrance fee \$3. 1st and 2nd Prizes Presented by the Club.

5.—HURDLE RACE CHALLENGE CUP.—Value not less than \$250.—Distance about One Mile.—Catch Weights to stone 10 lbs. Winner of a jump race to carry 5 lbs. extra. Other conditions same as Gymkhana Club Challenge Cup, with the following exception: 4 Starters or no race. 2nd Prize value \$50. Entrance fee of \$5 to go in the purchase of a memento to the winners of each race.

6.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 5 lbs. Non-winning jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: A Cup presented by Hon. Sir C. P. Chater, Kt., C.M.G. 2nd Prize: \$35.

Entries close to the Honorary Secretary, Hongkong Gymkhana Club, on SATURDAY, the 6th May, at the Hongkong Club, at 7 P.M. Entrance fees must accompany Entry, otherwise Entry will not be accepted.

Entries in events Nos. 1, 3, 5 and 6 must state name, colour and height of pony, also racing colours.

C. G. MACKIE, Hon. Secretary, Hongkong, 15th April, 1905. [479]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"ONE SUMMER'S DAY."

A Comedy in 3 Acts by H. V. ESMOND, An Extra Performance of

"ONE SUMMER'S DAY"

will take place TO-NIGHT, (SATURDAY), 15th April, 1905.

Prices \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and P.I.

Bookings Office at ROBINSON PIANO CO. ARTHUR CHAPMAN, Business Manager.

Hongkong, 15th April, 1905. [468]

PUBLIC AUCTION.

THE Undersigned have received instructions from E. H. HINDS, Esq., to sell by PUBLIC AUCTION, ON

FRIDAY,

the 28th April, 1905, at 2 P.M., within his residence, "Glenshiel," The Peak, THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE,

Comprising:—TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELED GLASS, DINNER WAGGONS, CANTON CARVED BLACKWOOD CABINET, TEA TABLES, MARBLE-TOP BLACKWOOD TABLE, STEEL ENGRAVINGS, JAPANESE SCREENS, DOUBLE and SINGLE BRASS MOUNTED BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASHSTANDS and BUREAU with BEVELED GLASS, DOUBLE TEAKWOOD WARDROBES with GLASS, &c., &c., &c.

AND ONE COTTAGE, LENO, by M. F. Rachals & Co., Hamburg. One LADY'S and One GENT'S BICYCLE, One Eastman-Kodak CAMERA and a number of Scientific BOOKS, One IRON SAFE by Harris, Goodwin & Co., Birmingham and London; AND

A Large Assortment of PLANTS in Pots. Catalogues will be issued.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers, Hongkong, 15th April, 1905. [477]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London &c., *s.s. P. P. P. P.* Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent, Hongkong, 15th April, 1905. [4]

Intimation.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TELEMACHUS"	16th April.
GLASGOW AND LIVERPOOL	"DIOMED"	21st April.
GLASGOW AND LIVERPOOL	"CALCHAS"	29th April.
GLASGOW AND LIVERPOOL	"MOYUNE"	1st May.
GLASGOW AND LIVERPOOL	"DEUCALION"	6th May.
GLASGOW AND LIVERPOOL	"KINTUCK"	6th May.
GLASGOW AND LIVERPOOL	"MENELAUS"	16th May.
GLASGOW AND LIVERPOOL	"NINGCHOW"	18th May.

S.S. "Telemachus" left Singapore at noon on the 11th instant, and may be expected to arrive here about the 16th, p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	29th May.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	19th April.
For Freight, apply to	"NINGCHOW"	21st May.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"FEAN"	18th April.
NINGPO AND SHANGHAI	"TAIWAN"	18th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	22nd "
CEBU	"TAMING"	24th "
ILOILO	"PROVIDENCIA"	24th "
MANILA	"SUNGKIANG"	25th "
CHEFOO AND TIENTSIN	"KANAU"	25th "
KOBE	"TSINAN"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

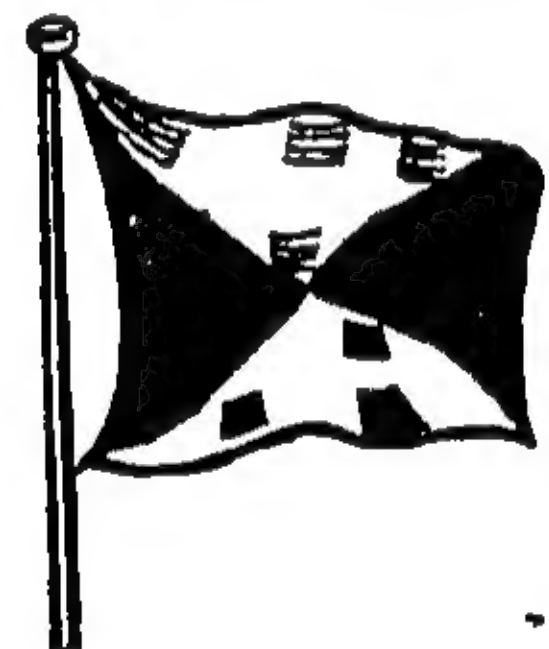
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA VIA AMOY	FRIDAY, 21st April, at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA	

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 13th April, 1905.



HONGKONG—NEW YORK. AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON, OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 25th, 1905.
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,300	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Five New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4
Meals...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED BAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	FOOSHING	MONDAY, 17th April, 4 P.M.
"	HANGSANG	WEDNESDAY, 19th April, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 21st April, 4 P.M.
TIENTSIN	WOSANG	SATURDAY, 22nd April, 4 P.M.
SHANGHAI	HINSANG	SATURDAY, 22nd April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	NANSANG	TUESDAY, 25th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th April, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DUMBEA,"

Captain — will be despatched for the above Ports, on or about MONDAY, the 17th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 12th April, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 13th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 5th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th April, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.	About
"LOWTHER CASTLE"	19th April, 1905.
"SAGAMI"	20th May, "
"HINDUSTAN"	6th June, "
"ERROLL"	following.

Fog, Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 11th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8:30 A.M. Departs from Macao on Week Days at 2:30 P.M. and on Sundays at 6:30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; and Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN AND DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 13th April, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 10th April, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 13th April, 1905.

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

at No. 45, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd. ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED. Hongkong, 6th December, 1904.

60

Sanitas is an Unequalled Purifying Agent AND is Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD. BETHNAL GREEN, LONDON, E.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIOG,
Acting Director.

Hongkong, Observatory, 2nd January, 1904.

Shipping.

Empire, Br. s.s., 4,405 P.T. Helms, 14th April, Sydney 24th Mar., Brisbane 24th, Townsville 27th, Cairns 28th, Port Darwin 2nd April, Timor 5th, and Manila 12th, Gen.—G. L. & Co.

Hongkong, Fr. s.s., 730 A. Suzoni, 14th April, Haiphong 11th April, and Hoihow 13th, Gen. and Sugar.—A. R. M.

Hallan, Fr. s.s., 377, L. Andersen, 14th April, Pakhoi and Hoihow 13th April, Gen.—A. R. M.

Saint Helena, Br. s.s., 2,707, McKee, 14th April, Cardiff 8th Feb., Coal.—Order.

Tolson, Ger. s.s., 2,400, Ross, 14th April, Tientsin 8th April, Coal.—J. & Co.

Easty, Br. s.s., 1,941, Hassfield, 14th April, Rangoon 30th Mar., Rice.—Order.

Howick Hall, Br. s.s., 2,377, Harris, 14th April, Cardiff via Sabang 2nd Feb., Coal.—Order.

Newton Hall, Br. s.s., 2,675, A. C. Hustler, 14th April, Cardiff 7th Feb., Coal.—J. M. & Co.

Poon, Br. s.s., 4,787, C. R. Longden, 14th April, London 5th Mar., and Singapore 9th April, Gen.—P. & O. S. N. Co.

Lean, Br. s.s., 1,346, A. Somerville, 14th April, Manila 11th April, Gen.—J. & S.

Battersea Bridge, Br. s.s., 2,277, R. Chivers, April, Cardiff 29th Jan., Coal.—D. & Co., Ltd.

Clearances at the Harbour Office.

Hongkong, for West River.
Hua Verde, for Macao.

Hoihow, for Bangkok.
Hoihow, for Shau-ou-oung.

Hoihow, for Singapore.
Hoihow, for Kobe.

Hoihow, for Canton.
Hoihow, for Nagasaki.

Hoihow, for Shanghai.
Hoihow, for Hongkong.

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Vessels in Port.

Brisbane.

Catherine Apcar, Br. s.s., 1,730, A. Stewart, 10th April, Calcutta 25th Mar., Penang 31st, and Singapore 4th April, Gen.—D. S. & Co., Ltd.

Derwent, Br. s.s., 1,699, Jenkins, 14th April, Penang (Java) 4th April, Sugar and Nuts.—Man Fat & Co.

Empress of India, Br. s.s., 3,032, O. P. Marshall, 14th April, Vancouver (B.C.) 20th Mar., and Shanghai 8th April, Mail and Gen.—C. P. R. Co.

Foo Shing, Br. s.s., 1,423, T. Arthur, 12th April, Samarang 3rd April, Sugar and Cotton.—J. M. & Co.

Glenloch, Br. s.s., 2,081, J. Rafferty, 13th April, Karatu 7th April, Coal.—McG. Bro. & Co.

Glenloch, Br. s.s., 2,097, E. J. Stallard, 13th April, Karatu 7th April, Coal.—McG. Bro. & Co.

Haitan, Br. s.s., 1,183, J. S. Roach, 14th April, Fochow 11th April, Amoy 12th, and Swatow 13th, Gen.—D. L. & Co.

Lennox, Br. s.s., 2,351, F. McNair, 14th April, Karatu (Japan) 31st Mar., Coal.—D. & Co., Ltd.

Loonok, Br. s.s., 1,020, G. Schultz, 13th April, Bangkok 4th April, and Swatow 13th, Rice and Wood.—B. & S.

Pollux, Br. s.s., 770, C. Swenden, 13th April, Rajang 6th April, Timber.—Order.

Promiss, Br. s.s., 714, E. Thorntons, 13th April, Bangkok 5th April, Rice.—Chinese.

Siberia, Am. s.s., 5,555, J. T. Smith, 10th April, San Francisco 3rd Mar., and Manila 8th April, Mail and Gen.—P. M. S. Co.

Singara, Br. s.s., 1,754, P. Hermeling, 11th April, Bangkok 3rd April, Rice.—M. & Co.

Tartar, Br. s.s., 2,768, E. Beetham, R.M.R., 5th April, Vancouver 17th Mar., and Shanghai 4th April, Gen.—C. P. R. Co.

Wongkoi, Br. s.s., 1,115, W. Reher, 11th April, Bangkok 4th April, Rice.—B. & S.

Wosang, Br. s.s., 1,076, M. S. Malkin, 14th April, Canton 13th April, Gen.—J. M. & Co.

A. G. Ropes, Am. ship, 2,302, D. H. Riner, 10th Mar., Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan., New York 7th Aug., 1904, Petroleum.—S. O. Co.

S. P. Hitchcock, Am. ship, 2,026, E. V. Gates, 22nd Mar., from New York, Oil and Wax.—S. O. Co.

West York, Br. ship, 720, W. J. L. Fota, 13th April, Newcastle 15th Jan., Coal.—E. A. T. Co.

Steamers Expected.

Vessels From Agents Due

Batavia Singapore N. Y. K. April 16

Telemachus Singapore B. & S. April 16

Tonkin Japan M. M. April 17

Namsang Singapore J. M. & Co April 17

Dumbea Singapore M. M. April 18

Nunantia Portland P. & A. Co April 18

Tijpana Kobe C. J. J. L April 18

Mongolia Japan P. M. Co April 19

Lydebank Singapore H. A. L. April 21

Tydeus Mol B. & S. April 23

Clayburn New York S. P. R. Co April 25

Emp. of Japan Vancouver C. P. R. Co May 1

Arabia Portland P. & A. Co May 3

Ships Passed The Canal.

Outward—25th March—Claverton, Dumbea, 28th March—Dionis, Bantu, Promethus, Sengambila, 1st April—Arcadia, Calcutta, Yunnan, 4th April—Alesia, Bannoch, C. Fed. Laetia, Dmishkire, Nippon, Room, Satsuma, Socotra, Agincourt, Monksland, Wih. Transit, 7th April—Ernst Simon, Verona, 8th April—Barolong, St. Egbert, Indian Monarch, 11th April—Charli, Taita, Tiphon, Kintuck, Athens, Winton, Sifang, 15th April—Mensur, Ningchow, Palermo, Almeri, Sultana.

Homeward—25th March—Ajax, Glenlog, Rai Isa, 1st April—Caladonia, Disaillon, Formosa, Prinsipi, Alice, 11th April—S. Hujo, 15th April—Japan.

Arrivals at Home—25th March—Himalaya, 28th March—Glaucus, 31st March—Jaya, 1st April—Gaulle, Amoria, Croydon, China, Sachien, 4th April—Ajax, 8th April—Ohaese, Caladonia, 11th April—Homeneus, 15th April—Benukur.

Post Office.

Mail will close for:—

Macao—Per Wingchui, 16th April, 8 A.M.

Canton—Per Taitan, 16th April, 9 A.M.

Namtau—Per Taitan, 16th April, 9 A.M.

Sanbu—Per Hot Fu, 16th April, 9 A.M.

Swatow—Per Hailan, 16th April, 9 A.M.

Singapore, Penang and Colombo—Per Barotse, 16th April, 9 A.M.

Quang-chow-wan—Per Hailan, 16th April, 9 A.M.

Kongmoon and Kunchuck—Per Hongkong, 16th April, 9 A.M.

Macao—Per Wingchui, 17th April, 7.30 A.M.

Haiphong—Per Hongkong, 17th April, 9 A.M.

Macao—Per Hongkong, 17th April, 1.15 P.M.

Kongmoon, Kunchuck, Shuhing and Takling—Per Linton, 17th April, 3 P.M.

Macao—Per Wingchui, 18th April, 7.30 A.M.

Baigong—Per Linton, 18th April, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 18th April, 10.30 A.M.

Europe, &c., India, via Tuticorin—Per Tonkin, 18th April, 11 A.M.

Swatow, Amoy and Tamsui—Per Hailan, 18th April, 2 P.M.

Macao—Per Hongkong, 18th April, 1.15 P.M.

Catherine Apcar, 18th April, 2 P.M.

Manila—Per Hailan, 18th April, 3 P.M.

Ningpo and Shanghai—Per Taitan, 18th April, 3 P.M.

Batavia, Samarang, Sourabaya and Macassar—Per Taitan, 19th April, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 19th April, 11 A.M.

Macao—Per Hongkong, 19th April, 1.15 P.M.

Shanghai—Per Hongkong, 19th April, 3 P.M.

Macao—Per Hongkong, 20th April, 2.15 P.M.

Kongmoon, Kunchuck, Shuhing and Takling—Per Sanui, 20th April, 3 P.M.

Macao—Per Hongkong, 21st April, 12.15 A.M.

Manila—Per Loongang, 21st April, 3 P.M.

Amoy and Penang—Per Rubi, 21st April, 3 P.M.

Europe, &c., India, via Tuticorin—Per Simla, 22nd April, 11 A.M.

Macao—Per Hongkong, 22nd April, 12.15 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taitan, 22nd April, 3 P.M.

Tientsin—Per Wosang, 22nd April, 3 P.M.

Shanghai—Per Hailan, 22nd April, 3 P.M.

Cebu—Per Taitan, 24th April, 3 P.M.

Hilo—Per Providence, 24th April, 3 P.M.

Singapore, Penang and Calcutta—Per Namtau, 25th April, 2 P.M.

Hilo—Per Hongkong, 25th April, 3 P.M.

Kobe—Per Taitan, 25th April, 3 P.M.

Chiofo and Tientsin—Per Kanau, 25th April, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 26th April, 11 A.M.

Frederick, Wilhelmshafen, Herberstshof, Matupi, Brisbane, Sydney and Melbourne—Per Print Wildemar, 2nd May, 10 A.M.

Europe, &c., India, via Tuticorin—Per Armand Dabie, 2nd May, 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empress, 6th May, 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtau, Sanbu, Kongmoon, Kunchuck, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

TO-MORROW.

Sunday Next before Easter.

St. Peter's Seamen's Church.

Queen's Road, West.

Morning Prayer, 11 a.m., Venite, Cooke, Te Deum, Laudes, Jubilate, Hymns, 11.15, 11.30, 11.45, and 12.15.

Holy Communion, 12.15 p.m.

Evening Prayer, 6.30 p.m., Magnificat, Goss, Nunc Dimittis, Rombault, Hymns, 11.30, 11.45, 11.50, and 12.15.

The Church launch dayspring will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.); returning afterwards. The answering pennant is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis Church, Wanchai—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Union Church—Services, 11 a.m., and 6 p.m.

St. John's Cathedral, Hongkong.

Innes, Capt. R.

His Britannic Majesty's Ships on the China Station.

Alacrity	...	...	...	...	cruiser, 1st class
Albion	...	...	...	...	receiving ship
Andromeda	...	...	...	...	river gunboat
Astraea	...	...	...	...	cruiser, 2nd class
Bonaventure	...	...	...	...	battleship, 1st class
Centurion	...	...	...	...	torpedo boat destroyer
Chero	...	...	...	...	surveying ship
Chero	...	...	...	...	torpedo boat destroyer
Chero	...	...	...	...	river gunboat
Chero	...	...	...	...	river gunboat

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 18th
April, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHC ... 2nd May.

S.S. DUMDEA ... 16th May.

S.S. ERNEST SIMONS ... 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th April, 1905.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"
Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 22nd
April, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Maldavia*, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed from Bombay by the R.M.S. *Mace-
donia*, due in London on the 4th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 8th April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i>	9,606	T. W. Garlick.	At April 23
<i>Lyra</i>	4,417	G. V. Williams	" May 15
<i>Shawmut</i>	9,606	E. V. Roberts	" "

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Lyra 4,417 G. V. Williams At. May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation for
first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 14th April, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Eklams Duplicator.
Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 3 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings.
Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

51

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

Dentistry.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TEIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	ATWORKING ACCOUNT PERCENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16—\$25.46 for second half-year 1904	14 1/2 %	\$780 sales London £80
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$37
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$650,000 \$111,992 \$362,466 \$371,445	Nil.	\$44 for year ended 30.4.1904	7 1/2 %	\$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$172,749 \$803,110 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 1/2 %	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$155 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$360,372	\$34 for 1903	11 %	\$307 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,439 \$350,000 \$350,000 \$350,000 \$350,000 \$350,000 \$350,000	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,439 \$350,000 \$350,000 \$350,000 \$350,000 \$350,000 \$350,000 \$350,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$18,444	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 sales
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.								
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$200,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000	\$5,853	10/- for 1903 @ 1/10 5/16—\$5.378	4 1/2 %	\$121 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000 \$4,116	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 %	Tls. 53 1/2 sales
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	\$4,116 \$60,000 \$15,093 \$400,000 \$130,153	\$5,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	Tls. 47 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$400,000 \$130,153	\$1,287	Interim of 1/- (Coupon No. 5) for 1904	5 %	\$37 1/2
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$130,153	\$21,231	\$10 for 1904	8 %	\$25 sales
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 120,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	10 1/2 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$42,812	Final of \$15 making \$20 for 1904	9 %	\$220 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$85,087	\$3 for 1897	4 1/2 %	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	\$100	\$100	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 55 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$7,820	No. 3 of 1/6 .....	...	Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited	30,000	G. \$10	G. \$10	none \$18,110	G. \$67,093	50 cents making G. \$1 for 1904	5 1/2 %	G. \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. \$4,029	No. 12 of 1/-—48 cents .....	...	\$4 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,653	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473 \$10,000 \$300,000 \$250,000	\$8,577	\$3.75 for 1904	10 1/2 %	\$35
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$10,000 \$300,000 \$250,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$107 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$203 buyers
Howarth Friskine, Limited	12,000	\$100	\$100	\$50,000	...	\$10 div. & \$5 bonus for year end. 30.6.04	6 1/2 %	\$250 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	5 1/2 %	\$221 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	8 1/2 %	\$250 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	8 %	\$1

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES, No 4828

晚一十月三年一十三緒光

SATURDAY, APRIL 15, 1905.

六拜禮

號五十月四英港香

313 PER ANNUM.
SINGLE COPY, 25 CENTS.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Le Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. An option sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 90 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

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The Baltic Fleet.
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Fire in a Studio.
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The Kwangsi Rebellion.
Guarded Captain Beheaded.
The New Army Dock Co., Ltd.
Lane, Crawford & Co., Ltd.
Outrage at Wuchow.
South China Arsenal.
Interpret Cricket.
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Commercial:—

Weekly Share Report.
Freight.
Fortnightly Market Report.
Sugar.
Rice.
Exchange.
Opium.

Local and General.

BIRTHS.

On 3rd April, at 34, Range Road, Shanghai, the wife of WILLIAM YOUNG, of a son.

On the 7th April at Seremban, the wife of Mr. F. J. WELD, of a daughter.

MARRIAGE.

On the 3rd inst, at the Church of the Assumption, Penang, FREDERICK HENNIKER, eldest son of Frederick J. Baness, Esq., to FLORENCE A. LILBURN, youngest daughter of J. Lilburn Rosher, Esq.

DEATHS.

On 4th April, at 136, Chapoo Road, Shanghai, SHEIK RANJAHN HOSEN, aged 24; deeply regretted.

At the General Hospital, Singapore, on April 8th, JAMES NEWBORN of Doncaster, Chief Engineer of the E. E. Tel. Co.'s steamer, *Patrol*, aged 42.

On the 11th April, at 3, Granville Avenue, Kowloon, HENRIQUE LOURENÇO NORONHA, of bronchitis. Aged 63.

Straits papers please copy.

The Hongkong Telegraph

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, APRIL 15, 1905.

CHINESE MEDICAL PRACTITIONERS.

(8th April.)

A curious complaint with reference to the practising of Chinese graduates in medicine is voiced by a writer in the *Mails Times*, Singapore. The letter, which is evidently written by a medical practitioner, or at least by one who is associated with the profession, raises the point that Chinese, who have been educated in the East and sent to England for instruction in medicine, should not be allowed to compete with those who have paid for their schooling and come to the East in order that they may give all and sundry the benefit of their knowledge. The writer says: "It should not be forgotten that most of the Chinese medical men who are practising the healing art according to western methods, are fully trained and the very reverse of unpractised. But those by whom they were trained, to whose learning and skill they owe their knowledge, never anticipated that their pupils would find their way to British Colonies to come into competition with those whose skill was obtained at enormous cost in the Universities and Colleges of Britain. They were trained free of cost to themselves in order that they might be enabled to meet the needs of their countrymen in the towns and villages of China. By coming here they have overstepped the boundaries of honour, and this proves they have forgotten or have never known that unwritten code which medical men hold dearer than life itself, and whose existence safeguards the public weal." The argument that a Chinaman who by his mental capacity, industry and perseverance has won a Government scholarship entitling him to free education in the universities at home, should be debarred from practising in the land where he was born and among his own people is utterly indefensible. Why he should be required to emigrate to the wilds of China when all his kith and kin are in the Straits, or it may be in Hongkong, could only be suggested by one who, finding himself in the rack at home, has come to the East, only to find that his practice is as scarce as ever and his services rejected by the ignorant patients. If a man has had to pay for every jot and tittle of his university career, that only goes to prove that he has been either too lazy to work for a scholarship or not clever enough to win one. The Chinaman who has won his spurs in the East, and proved his ability in the West by taking his degrees, is infinitely the better man. If Singapore is over-manned with medical men it only remains for the unemployed to go elsewhere, but why the clever Chinaman should be sent away does not appear at all clear. Of course, the letter may attract attention as the *obiter dicta* of some misanthropical medical man, but it is not likely to achieve the end desired by the author.

A ROYAL BIRTHDAY.

King Christian IX., who keeps yet another birthday to-day, must be the doyen of monarchs on the active list, and the oldest living descendant of George II. Eighty-seven fairly eventful years have passed since he was born, on an 8th of April, at Gottorp, in Schleswig, with no particular prospect of ever filling a throne. Indeed, he never would, in the usual course of things, have filled one, had the views of his predecessor, Frederick VII., on the subject of matrimony been less peculiar. That monarch found it convenient to separate from both his wives, and there had to be the London Protocol of 1852, and a Danish Law of Succession of 1853, to settle the devolution of the Crown. That did not get upon King Christian's head till his daughter had been Princess of Wales for the best part of a year. Now, the father of the Queen-Consort of England is the best connected monarch of his day. His first son, the Royal Prince, married the Princess Royal of Sweden, and the son of that marriage, Prince Charles, is the son-in-law of King Edward, and has made two Royal grandfathers and a Royal great-grandfather. King Christian's second son is King George I. of Greece, and the husband of the Russian Grand-Duchess Olga. Queen Alexandra's next sister is the Dowager Empress of Russia, and their younger sister, the Princess Thyra, is Duchess of Cumberland. And their youngest brother, Prince Waldemar, is the husband of the Princess Marie of Orleans. Thus will it be seen that to-day a large circle of royal relatives will

congratulate the aged King on the attainment of his eighty-seventh birthday. For the last seven years the anniversary of his birth has been celebrated in a very restricted manner on account of his Majesty's health, but this year it looks as though there will be a fuller and more public celebration. It is to be made the occasion of a great royal gathering at Copenhagen where Queen Alexandra, Princess Maude, Prince Charles, and the Crown Prince of Germany were among those expected to meet and from whom the aged King would receive first greetings of congratulation.

SHIPPING PROSPECTS.

Our attention has been directed to some comments which appear in Messrs. Lamke and Rogge's Circular of this morning's date, animadverting on the subject of shipping prospects for the year as summarised in an interview we were courteously accorded the other day by Mr. E. G. Ray, the well-known ship-broker in the Colony. By the kindness of Messrs. Lamke and Rogge we are supplied forthrightly with a copy of their excellent review of the 'freight market' for the preceding fortnight. By an arrangement which postpones the publication of the review until the day following its receipt we are unable to give in *extenso* the contents of the Circular in the present issue, but we think the courtesy will be conceded to us of reproducing to-day the two paragraphs dealing with our representative's summary which appeared in this journal on the 4th inst. The paragraphs in question are in the following terms:—

"Aneut shipping prospects for the year, it may not be out of place to say—since a local paper recently in a lengthy paragraph entertained an extremely pessimistic view on the subject—that, at this time of the year, it is absolutely impossible to form such a definite opinion on the future.

"Both Southern and Northern seasons have, as it were, only just opened and as matters stand just now, the future position of the freight market in a great measure depends upon a further development, as far as hostilities are concerned. But even should peace be declared at an earlier date than generally anticipated, it is not likely that, at least for a long time to come, it will mean a severe blow to shipping, as a great deal of tonnage will be required before things are set straight again. 'A matter of fact, most of the big Japanese shipping concerns are still going on chartering, both here and in the North of Europe, and not for short periods only. The six steamers chartered on 'time' basis, and embodied in to-day's list, are exclusively for Japanese account, and it is quite on the cards that more tonnage will be wanted ere long."

Few perhaps in the Colony entertain greater satisfaction than we do in the announcement that the possibilities of the shipping trade within the next few months of the year may be attended with results, if not wholly, at least about as gratifying as those of the year which brought in such handsome profits to shipowners and others interested in this branch of business in Hongkong. It is, therefore, with all the greater pleasure that we give prominence to Messrs. Lamke and Rogge's criticisms, to which, no doubt, great importance will be attached owing to the special position the firm enjoy of being able to gauge with sufficient accuracy the probable trend of shipping affairs in the immediate and more remote future. If the review had been more closely scrutinized however, it would have been discovered that the "extremely pessimistic views" attributed to this journal need, perhaps, to be qualified by the statement that the accuracy of the forecast would be verified except in certain contingencies which, happily, cannot be counted on with any degree of certainty. The opinion was expressed that, with the restoration of peace, there would be a plethora of foreign shipping ready and willing to accept cheap freights in these waters. The large amount of tonnage sent out by Norwegian owners, principally in order to meet the demand for steam coal by one or either of the belligerent Powers will provide a competing factor in the local trade. Nevertheless, we do not lose sight of the fact that these foreign boats are hardly up to the standard of local requirements, and we can almost positively assert that the vessels of the local companies, among which must principally be reckoned those of the Indo-China Steam Navigation Company, under the able management of Messrs. Jardine, Matheson & Company can, and undoubtedly will, hold their own against any foreign competition that may work its way into these parts from abroad. A special gratifying feature of the report by Messrs. Lamke and Rogge, is the statement that two Indo-China boats have been able to establish what they call record figures, having settled in the aggregate 115,000 piculs at the rate of 30 cents per picul from Saigon to a Philippine port. Such quantities, on the authority of this firm of ship-brokers, have hardly ever been shipped before in one bottom. The vessels of the

Indo-China Company are specially adapted for the Far Eastern trade, a fact which is generally recognised, and in view of the enormous tonnage which the general managers of this line control, the future—whatever it may be—is sufficiently bright with promise to justify the belief that the steamers of the Indo-China Steam Navigation Company will be employed to the profitable advantage of their owners. The idea has been expressed, and it is very generally entertained, that the conclusion of the war may result in a set-back to the shipping trade, which earned such splendid returns for shipowners last year. From our point of view, however, the situation by no means warrants such a gloomy view, for the reason that a large increase in the trade with the northern ports may be considered a certainty whenever peace is concluded. Whatever tonnage Japan has hitherto engaged in consequence of her activity in the prosecution of the war may not be released for many months to come. They will be required for the transport of troops and military services generally from the Chinese mainland to Japan. And in corroboration of this view, we would remind readers that reports are being published every other day showing that Japanese firms are daily engaging additional tonnage to meet the requirements of the Government and of trade. Again, it has to be remembered that the latent resources of China and the immense possibilities for development in the northern regions following the restoration of peace, are factors which can hardly be over-estimated. We submit that we are not unduly optimistic when we assert that shipping will receive, if anything, a greater impetus as the result of the war and the opening up of the vast territory of Manchuria to the trade of the world at large. Under the "open-door" policy, which must necessarily form one of the most important questions in any treaty securing the terms of peace, that immense country, whose products and potentialities are even yet but vaguely realised, will be thrown open to trade generally, and a great proportion of the prosperity, which is bound to follow in the wake of the peace settlement, will naturally fall to the lot of the shipping in the Far East.

THE BALTIC FLEET.

(10th April.)

The news which was received in Hongkong yesterday that the Russian Baltic squadron had passed Singapore came as an amazing surprise to the majority of people in the Far East. The vagaries which have characterised Roshjevsky's fleet since it left the shelter of home waters, the delays and dilatoriness at Madagascar, the repeated contradictions that the fleet had sailed, followed by the statement that it occupied its old position, hardly prepared the public mind for this sudden spasm of energy. The Baltic Fleet, however, has reached Singapore and the question now to be considered is—what will happen next? It is known that a flying Japanese squadron is somewhere near the Gulf of Siam, and the difficulties of the Russians are now about to begin. With a line of vessels extending over ten miles and proceeding at the low speed of eight knots an hour, the Baltic fleet is peculiarly liable to attack by a mobile squadron of fast cruisers; and according to a rumour which gained currency in Hongkong to-day a fight has already taken place. It was reported that the Russian consul at Hongkong had received a telegram to the effect that an engagement had been fought 80 miles to the eastward of Singapore in which the Russians had proved the victors. The rumour went further, and alleged that five Japanese warships had been sunk by the Russian fleet, but what truth there is in all these reports it is difficult to say. If Roshjevsky has really proved his calibre as a naval commander in the first engagement with the Japanese, the Tsar's choice will have been brilliantly justified; but there is always a suspicion in the mind that if there has been a fight the advantage has been not with the Russians but with the Japanese. However, time will tell; but in the meanwhile the Baltic fleet is slowly proceeding to the Farther East, and, from all accounts, an engagement in the very near future is inevitable. It has been suggested, and the probabilities are great, that Roshjevsky will divide his fleet at sea, that one-half will go to Indo-China, while the remainder makes for Vladivostok via the Philippines. The result of such a move would be to permit the Russians to harass Japanese trade in these waters, while the rest of the fleet would account for matters in the north. French neutrality would not be greatly taxed—if the vessels only entered for coaling purposes—and, moreover, the French

have always had a partiality for their Russian allies; a fact which is not perhaps very surprising. Whether the other half of the fleet could succeed in evading the lynx-eyed Japanese cruisers is another question. Now that the Baltic fleet is here, events are bound to march rapidly, and it cannot be many days before we are able to realise the strength of Russia's forlorn hope.

HONGKONG'S RIVAL.

An important step is being taken by the Government in Manila, with the object of fostering the shipping trade of that port. A committee has been appointed to investigate the harbour regulations, and the restrictions which hamper American and foreign trade, and to promulgate a plan for their improvement. The real object of the committee is to rival Hongkong as a distributing centre, and already the good people of Manila see their port the hub of the Far East. Major-General Corbin, chairman of the Committee which is to accomplish this great work, candidly expresses the opinion that from its geographical situation, and with its new system of harbour works, Manila is the future trade centre of the Orient. Of course, Rome was not built in a day and Manila is not likely to compete successfully with Hongkong for some time to come; but the Americans are to make a bold bid for custom, and no expense will be spared to secure the end in view. The Committee, which has been appointed to investigate the harbour regulations, will also consider the question of lowering the port and harbour dues, so that Manila may become the distributing centre from Singapore to Manchuria. The greatest reliance is placed on the character of the new docks to attract shipping. It is pointed out that large steamers are unable to approach within fifteen or twenty miles of Shanghai; while at Hongkong and Singapore ships must lie out in the roads, on account of the lack of docking accommodation. By using the new docks, now under construction in Manila, vessels can load or unload with the same ease and facility as they can in New York or Liverpool. Major-General Corbin sees no reason why Manila should not be the terminal point for the big trans-Pacific liners. By a system of bonded warehouses, modifications of the port and harbour regulations, and an amendment of the harbour dues, Manila will leap at once into the front rank as one of the great ports in the world. This roseate dream, however, depends upon private enterprise, and it remains to be seen how far the people of Manila will respond to the call for increased energy. At any rate, Hongkong need not feel greatly alarmed for some years to come.

BALTIC FLEET SCARS.

(11th April.)

A great deal of capital, founded on rumours which do not seem to have the slightest foundation, is being made out of the fact that the British Fleet now stationed at Hongkong has been taking in stores preparatory to a journey south. The idea, apparently held by some people, is that the fleet is to pursue the Russian squadron under Roshjevsky, or at any rate to keep a watch on the movements of the Baltic fleet. What it is expected the British fleet would do even if it did happen to meet the Baltic fleet it is difficult to guess. Great Britain is a neutral Power with practically no status in the present conflict. All she cares for is the strict observance of the neutrality laws, and there is no question about neutral conditions on the high seas. Even if the Baltic fleet made for Saigon that would not concern Great Britain. It would be a matter solely for Japan; and the Japanese, at the present stage of affairs, are not likely to tolerate any interference with their objects. The interesting portion of the argument, that the British Fleet is likely to be detailed for scouting work, appears in the effort to show that the movement of the fleet towards the south is all part of a deeply-laid scheme. It almost attributes to the Navy a prescience which the Navy would probably be the last to claim. It was only on Saturday last that the news was received that the Baltic fleet had passed Singapore. Before that time the whereabouts of the Baltic fleet was unknown. It might have vanished into thin air for all that people knew of it, yet when ever it appears at Singapore the inevitable naval expert comes forward to tell just exactly what the China squadron intends to do in the circumstances, and how it will be done. In support of their arguments, they show that the Fleet is under orders to proceed southward, presumably (according to them) to keep an eye on Roshjevsky and his men. Now a few facts will show how utterly unfounded these statements are. More,

they will show that the plans of the fleet—up to the present time, at any rate—have not been changed in any respect. On the 7th inst., before the presence of the Baltic fleet in these waters was at all certain, the *Hongkong Telegraph* published a couple of short paragraphs giving the movements of the British fleet at this port. "Ships of the British fleet have been busy during the past few days taking stores and ammunition aboard," we stated, "preparatory to putting to sea." In the same issue the *Telegraph* also stated that it was expected H.M.S. *Glory*, *Ocean*, *Sutlej* and *Centurion* would leave the port on the 12th inst., for Mirs Bay, and that would be the temporary headquarters of the Fleet which in all probability would leave from there for the south. There was nothing very astonishing in that. The Fleet only intended to follow the usual practice of making a run south before the hot weather sets in. It has been doing that for years now, and nobody saw visions of naval cataclysms on the high seas when they did it before. But now we are told that the British Fleet is up to some little game which involves a meeting with the Baltic squadron. Why these quid nuncs did not drag in the Australian and Indian Fleets is probably because they forgot all about them. If they had only thought for a moment, they would have had a grand mobilisation at Singapore two days before the arrival of the Baltic Fleet. The argument for such a proceeding would have been quite as good as that for the present attempt at a scare. Every year the Admirals Commanding the China, Australian, and East Indian squadrons meet in Singapore to confer on naval matters. It is rather a pity for the omniscients that the conference was not due on Saturday last. The fact that the *Iphigenia* has gone to Singapore has been taken as another point by the alarmists. On the 6th inst., we published the following: "H.M.S. *Iphigenia* will leave for Singapore in a few days, and will relieve H.M.S. *Thetis* as senior officer ship." Yet, the visit of the *Iphigenia* to Singapore has been cited as an example of the Navy's determination to have a "look-see" at the Russians. The *Penguin* was due to leave Colombo for Singapore and Hongkong on the 7th inst., and doubtless she also was bound after the Baltic Fleet; but so far we have not heard that suggested, which is really remarkable. Of course, pilots from Hongkong and Shanghai have been engaged. That was bound to come. But considering that there is even now a paucity of pilots in Hongkong, it can only be surmised that these ex-shipmasters whose services, it is alleged, have been requisitioned by Roshjevsky, were the noble commanders of sampans and junks. But it all goes to show how easy it is to raise a scare, and how flimsy and visionary need the foundations be. The fact is, the British Fleet in these waters is pursuing—not the Russians—the even tenor of its way undisturbed by the whispering of the others. Let the Baltic Fleet come along, as it may, the fact will not affect us, unless the Russians start playing pranks with our shipping. After the lessons gained in the Red Sea, however, it is safe to say that there need be no fears on that score. There may be some who would like to see a "scrap" between the Japanese and the Russians within easy distance of Hongkong, but it is to be feared, they are not likely to be gratified. This much is certain, if there is any news to be told, we shall hear it in good time. Russia will be the last to hide any victory she may gain; and from past experience we are all well aware that the Japanese Government have a profound belief in the publicity of their side of the question. So that no matter how events go we shall not be kept in the dark.

THE BALTIC FLEET.

(12th April.)

The Baltic Fleet has suffered so greatly in prestige from the North Sea incident, the dallying at Madagascar, and the apparent disinclination of the Admiral to risk an engagement in the Farther East, that many have been induced to scoff and ridicule the squadron. A Fleet, composed of nearly fifty vessels, adequately armed and fully provided with facilities for coaling at sea, is not, however, a subject for sarcasm. It has been argued that because the Japanese belong to an island kingdom they are necessarily born sailors, whereas the Russians, accustomed to the lot of landmen, have no love for the sea and no heart to fight in that element. But in these days when vessels are controlled by electric buttons, when seamanship on a cruiser includes mechanical ability, the difference between the seaman of to-day and his predecessor of Nelson's time is very marked. It was all right in the old days to demand seamanship

above all things from men-of-war's men. Many a fight depended upon the superior skill of one combatant in manoeuvring for position, just as yachts jockey for the start. But a modern warship, as a contemporary points out, is simply an immense machine, and the qualifications necessary for the successful commander are courage, tactical skill and ability to detect the enemy's strong and weak points. If the Baltic Fleet gained a decisive victory over a Japanese squadron, the end of the war would quickly be brought about. It is absolutely essential that the Japanese maintain a clear passage for her transports and commissariat requirements between Japan and Manchuria. A demoralised fleet, however, could not hope to do so, and it would then be for Japan to accept the best terms of peace offered by Russia. It must be remembered that the Japanese navy, up-to-date as it is, has suffered very considerably in the fighting of the past year. Material has deteriorated; the vessels have been worked to straining point; and it is probable that they are badly in need of repair. Every Britisher knows how the vessels of the British Navy are constantly being docked in order to have minor defects remedied. But Japan has not had the advantage of a breathing space for the overhauling of her vessels. On the other hand, the Russian vessels are the latest of their type; they represent the greatest effort Russia has ever made to obtain victory at sea and to justify her claim to be a naval Power. The Japanese alone among the peoples of the world have refrained from ridiculing the Baltic Fleet. They recognise the strength of the Fleet—for a squadron of fifty vessels cannot be despised—and have made preparations for the great event which should mean the extinction of Russia by sea or the discomfiture of Japan on land. In whatever way the result appears, it should lead to the end of the war, which, in the opinion of most thinkers, is the most desirable end that could be attained.

HARBOUR REGULATIONS.

Cases are continually being heard in the Marine Court of Hongkong in which Chinese seamen are charged with contravening the "rule of the road." It would seem, as a matter of fact, that what with recalcitrant foreign seamen, who want to enjoy the beauties of Hongkong for a somewhat longer period than their masters relish, and careless Chinese coastwmen, who will not abide by the harbour regulations, the time of Captain the Hon. L. A. W. Barnes-Lawrence, R.N., is fully occupied. With regard to the "rule of the road," however, the average layman would think that Chinese sailors were determined to get into trouble. In other ports, where there are regulations, it is seldom that prosecutions occur in which native masters are charged with infringing the harbour rules. If they do they fail to get that publicity which is accorded them in Hongkong. But there is a shrewd suspicion abroad that they do not, so that it is to the energy and efficiency of the water police force that a firm hand is kept on the numerous small craft which ply in the harbour. It has been said, with much apparent truth, that Hongkong possesses the best fleet of steam launches in the East. That being so, it behoves the authorities to prevent any contravention of the regulations, otherwise it would be impossible to conduct the affairs of the port with despatch and safety. Fortunately, in the water police, Hongkong seems to have an especially active body of men, the best evidence of that being the cases which regularly appear at the Marine Court. As a rule the defendants are not severely punished, their infractions of the law being but of minor importance, but it is well that they should be reminded of the conditions on which they were awarded certificates. More accidents have occurred through unskilful steersmen than from any other cause, and, if the slightest latitude were permitted, the harbour would speedily become a danger to the community, and a trip in a launch to Yaumati would be fraught with as much excitement as Jules Verne's trip to the moon. It is satisfactory, however, to know that there is no chance of such a condition of things prevailing under the present régime, and that the harbour of Hongkong is likely to remain as safe for travellers as Queen's Road on a sunny day.

WIRELESS TELEGRAPHY IN HONGKONG.

(13th April.)

The value of wireless telegraphy for signalling and commercial purposes has been recognised for a considerable time now, but it is only lately that the matter has assumed importance in this part of the world. In a recent issue we were enabled through the energy of our naval correspondent to state that the Admiralty authorities had decided to erect a wireless telegraphic station at Cape d'Aguilar, so that warships at Mirs Bay should be in constant communication with Hongkong. That exclusive information opens out a vast field for speculation. In China several wireless telegraphic stations have already been erected, and the feat

achieved by the *Times* representative during the early part of the bombardment of Port Arthur in transmitting news across distances varying between 75 and 150 miles, according to the state of the weather, show the possibilities of the latest medium of communication. When even the Chinese Government commission an Italian lieutenant to bring out the Marconi apparatus for four men-of-war and for three land stations, it must be evident that the thorough practicability of the system is completely established. But what we are concerned with, is the interest which Hongkong, and particularly the shipping interests of the Colony, must have in the local installation at Cape d'Aguilar. At present there is no means of signalling the arrival of vessels from the east until they have passed through the Lyeemoon Pass, and then they are almost at anchor. From the west, vessels are signalled from the Gap Rock, which gives three hours' warning of their approach, sufficient for business men to make arrangements to deal with the vessel on her arrival. Now that it is proposed to establish a wireless telegraphic station at Cape d'Aguilar, we would suggest that the present inconvenience of being unable to learn of a vessel's approach from the north or east might be done away with once for all. It is true the station at Cape d'Aguilar is being erected by the Admiralty officials for their own purposes, but it is hardly likely it will always be engaged in transmitting official messages from Mirs Bay to the headquarters in Hongkong. In the intervals, it should be possible for the station to act the part of advance agent, announcing in the city the sighting of any particular vessel long before it appears at the western entrance to the harbour. In the case of mail-boats particularly, the convenience of such an arrangement cannot be over-estimated. Most of the Atlantic mail-boats have wireless telegraphic installations and there is not the slightest doubt that if wireless telegraphic stations started up on the regular route, the Pacific mail-boats would also adopt the system. It must be frequently galling to a merchant to learn that a vessel from the north or from America has arrived with mails for Hongkong, half an hour after he has left his office. But under existing conditions that, no doubt, occasionally happens. If the Admiralty consented to become intermediaries in handling the coming of vessels, they would be conferring a boon on the commercial community. In fact, they would be fulfilling in a way the prime reason of their existence—the protection of British interests, which in this case means the interests of Hongkong, and the advance of commerce by sea. But it all remains with the Admiralty whether this will be done or not. As a rule the officials of the Admiralty in Hongkong have proved, in the past, exceedingly willing to grant any request which had for its ultimate object the furtherance of shipping or commercial interests. With the establishment of a wireless telegraphic station at Cape d'Aguilar they will be in a position to increase the obligations due to them by the commercial community, without disturbing their own arrangements in any way. It only remains for a deputation of representative business men to approach the chief of the Admiralty in Hongkong in order to gain the desired end.

MOTOR-OMNIBUSES.

(14th April.)

From the tone of an inquiry submitted to the Shanghai Municipal Council, it would seem probable that Shanghai will have a service of motor-omnibuses in the very near future. The parties making the inquiry desired to know whether there would be any objection to their running a service of motor-omnibuses from the Bund to certain streets which were shown on a chart. The answer of the Council was entirely favourable to the scheme. They stated that they were prepared "to license motor-omnibuses to ply for hire in the Settlement without restriction as to routes, provided that the size, weight, etc., of the vehicles in question were such as to present no inconvenience to the general traffic of the public streets." Some reference was made to the fact that the present license fee for motor cars was \$5 a quarter, but that was intended to cover private vehicles, and in the event of a permanent service of motor-omnibuses being established, the question of increasing the fee would have to be considered. Now that motor-cars and omnibuses are in vogue all over the western world, it is high time for the East to see the inauguration of such a service. Shanghai is admirably situated as an experimental centre, although Singapore might justly claim that her long, straight, level roads would make a capital home for the motor-omnibus. At present in these two cities there are many private motor-cars running, and Hongkong must envy the pleasures of residents of these places which we cannot emulate. It may be a distinction and a delight to be perched upon a rock commanding the China Sea, but when it comes to matters of pleasure such as motor and equestrianism one is sometimes apt to have a faint wish that there were one or two fewer mountains and a vast increase in level roads. It is very doubtful

if the motor-omnibus will ever be seen in Hongkong, for the simple reason that there are no roads—even on the level—where it could run safely. But, after all, we have the consolation that the rich, however rickety it may be, and the electric cars are always with us, and what more should man desire?

AN OPTIMISTIC SHIPPING ARTICLE.

The summary, which appeared in yesterday's issue, of an article by Mr. K. Uchida, Director of the Shipping Bureau in the Department of Communications in Japan, on the development of Japan's maritime trade, will appeal to all who have been contemplating the prospects of shipping when the war is concluded. It is certainly of vital interest to Hongkong, for here as well as in Shanghai, the possibility of a plethora of tonnage being thrown on the market has aroused the gravest consideration. From the statement given by Mr. Uchida, however, it would seem that little fear need be entertained on that point; for, if the author's deductions are correct, Japan will be in a position to absorb all the extra tonnage which was added to her mercantile navy in consequence of the war. It was the Japan-China war which first made it clearly evident to the Japanese that a large merchant service was essential to the well-being of the nation, and in order to foster the maritime trade, subsidies were granted to those companies operating Japanese steamers which, in time of war, could be utilised as auxiliaries or transports. The wisdom of this policy was evidenced when the war with Russia broke out. The Government was able at a moment's call to secure the steamers of the large Japanese shipping companies, and commence transport arrangements without delay. The Japanese companies, however, were not content to sit calmly on a bench and watch operations. They recognised that the trade they had built up was in serious danger of being irreparably injured and their prestige lowered, if they entirely withdrew from the field. They therefore proceeded to charter foreign-owned vessels to replace on all the lines—except the European and Australian—those vessels which had been taken off. Where a charter was not desired they acquired the vessels outright, with the result that during the last year there has been an immense increase in the tonnage of vessels belonging to Japan, estimated at something like 50 per cent. The question which has agitated the shipping interests in Hongkong has been the difficulty of dealing with the situation should all these extra vessels be thrown on the market looking for freights at any price. An entirely satisfactory answer is given by Mr. Uchida. At the close of the war, there will be a determined effort made to develop Japan's maritime trade abroad. They will not confine their attention to North China, which, nevertheless, must prove a source of great profit to shipowners when the restraint to which the enterprise of the people in Manchuria have been subjected, is relaxed; but they will seek fresh fields and pastures new, in French China, South America, Mexico, the Philippines, Java, etc. In this connection, it may be remembered that after the outbreak of war, Japan appointed two trade Commissioners to visit trans-Pacific ports and also the promising Republic of Mexico. The result of the Commissioners' investigations has been most encouraging and no doubt has formed the basis of Mr. Uchida's expectations regarding the development of Japanese trade in that direction. We see hopeful signs for Hongkong's coastal trade in Mr. Uchida's admonition to Japanese shipowners, not to confine their attention to the coastwise trade. For such a concentration would only bring about a clashing of interests which would result in no good whatever to any of those who are at present engaged in the trade. Past reports of the Douglas Steamship Company were by no means encouraging, hinting that for some time to come there would be no great development in the trade of the coast ports. Mr. Uchida, however, bears out our views with regard to the further development of the maritime trade principally in North China, and there can be no doubt that it is capable of very great expansion when the war is brought to an end. What the trans-Pacific trade is capable of, must be left to the future, for no approximate estimate can yet be formed. But that such a trade could be fostered and considerably enlarged it does not require much foresight to recognise. With the reorganisation of its financial system and the betterment of its administrative departments, Mexico is likely to prove an extremely profitable source of revenue for shipping. At present it is rising from the ashes, and its future prosperity is just discernible, but those who are first on the field, ready to enter at the probationary period, are bound to reap the reward of their enterprise. Mr. Uchida's cogent article makes good reading to those interested in Hongkong's shipping, and should do much to dispel the vague fears and doubts which have lately arisen as to the prospects of Hongkong shipping.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RAILWAYS IN CHINA.

GERMANY PRESSING FOR ANOTHER CONSESSION.

THE TIENTSIN-CHINKIANG LINE.

[From Our Own Correspondent.]

Shanghai, April 12th, 4.10 p.m.

The German Minister has held long interviews at Peking with Prince Ching and His Excellency Wu Ting Fung, in connection with the proposed German section of the railway from Tientsin to Chinkiang.

Baron Munster von Schwarzenstein declares that his compatriots are willing to commence operations immediately. The Russian Minister is supporting the action of his German colleague.

The Chinese Board decline to sign the agreement pressed for by Germany unless the parties concerned can establish sufficient proof that a commencement with the laying down of the line will be made forthwith.

The Chinese Ministers point out that many foreign syndicates have obtained concessions from the Chinese Government for the building of railways which they have so far made no real attempt to commence.

The German Minister complains that Sir Ernest Satow is supporting the Chinese Government; but Great Britain's representative asserts that the British alone have the right to build the railroad.

[It is not quite clear from the telegram as transmitted whether the Russian Minister is supporting the German representative in the matter, or that the former is giving his countenance to the Board.—E.A., H.K.T.]

THE CHINA-BURNING CO., LTD.

ANNUAL MEETING.

Mr. A. G. Wood presided at the second ordinary yearly meeting of shareholders in the China-Burning Co., Ltd., held at noon to-day at the offices of the Company, St. George's Building. There were also present Hon. Sir C. Paul Chater, Messrs. E. Osborne, J. Wheeler (Consulting Committee), W. Parlane, J. W. C. Dwyer, T. Arnold, W. H. Wickham, L. E. Ozo, O. Baptista, and A. H. M. da Silva.

The notice convening the meeting having been read, the Chairman said—Gentlemen, the report and accounts have now been in your hands for some time and I presume that you have no objection to their being taken as read. The company's operations during the period under review show a fairly satisfactory result, but not quite so satisfactory as was anticipated. The storm that passed over B. N. Borneo on October 31st did a great deal of damage in the jungle and threw everything back considerably. January, February, November and December were very unusually wet months and these circumstances combined have made the output of timber smaller and the relative cost higher than it would otherwise have been. You will have noticed from the account that over 70,000 have been sent during the year 1904 in developing and additions to the Company's various properties in Borneo, and this sum has for the most part been unproductive during the period under review, but as all this work was practically completed in the early part of the current year we hope that it will now contribute to the company's earnings. We have recommended that the sum (\$51,723.45) available for appropriation be dealt with as follows:—to pay a dividend of \$1.00 per share, absorbing \$45,000; to write off launches and lighters, \$10,000; to write off plant \$2,400; to write off timber concessions \$2,723.45; total \$51,723.45, and we hope you will approve this. The various properties have been well kept up and all are in good order. The company's business during the current year has, so far, shown satisfactory results. Before proposing the adoption of the report and accounts now before you I shall be glad to answer any questions you may wish to ask.

There being no questions the Chairman moved that the report and accounts as presented be adopted and passed.

Mr. T. Arnold seconded, and the motion was carried.

Mr. W. Parlane proposed the re-election of Mr. A. G. Wood as a member of the Consulting Committee.

Mr. Bonaer seconded, Carried.

On the proposition of Mr. W. H. Wickham, seconded by Mr. T. Arnold, Mr. W. Hutton Potts was re-elected auditor.

The Chairman thanked shareholders for their attendance, and announced that dividend warrants would be ready on Monday, and could be had on application at the company's offices.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE V. R. C. SPORTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—With reference to the V. R. C. sports on Saturday, a very curious remark was passed by one of the members of the above Club, when the names of the children were being taken in the girls' race. It was stated that two-thirds of the children were ineligible to compete, because the race was meant for the children of members. Only Mr. Mitchell was approached and said that there was no objection in the programme as to who were or were not entitled to run. If the V. R. C. is going to confine the race to members' children only, why not specify in the programme and advertisement, so that there may be no misunderstanding on the subject.—I am, etc., PRO BONO PUBLICO.

BALTIC FLEET SIGHTED.

SQUADRON OF 42 VESSELS.

HEADING APPARENTLY FOR VLADIVOSTOK. 13th inst.

We learn, on excellent authority, that the Baltic Fleet, consisting of 42 vessels, was sighted on the morning of the 11th inst., in 8 degrees 10 minutes North latitude, 103 degrees 32 minutes East longitude. The Fleet was steaming in a north-easterly direction. The information, it may be stated, was received through the office of the Commodore at Hongkong, who received it from the commander of the *Iphigenia*.

The importance of this information, which may be implicitly accepted, is found in the fact that all the rumours about the Fleet going to Saigon are practically proved to be worthless. In the position described, the Fleet would be about 100 miles to the south of Saigon, just off the island of Condore, and the direction in which it was steaming would carry it beyond the direct track to Saigon. That being so, the Fleet should be somewhere in the neighbourhood of Hongkong at the present moment. Taking it for granted that the object of Admiral Rodjstevsky is to reach Vladivostok with his entire squadron, the natural route to adopt would take the Fleet to the eastward of Hongkong, through the Liu-kin Islands—thereby escaping the dangers of the Formosa Channel—to the Korean Straits. If the Fleet succeeded in evading the enemy there, then it would have a straight run to Vladivostok, which should be reached in a couple of days at the outside.

This information confirms the views expressed by a marine insurance manager, in Hongkong, in our columns the other day, that no attempt would be made to stop at Saigon, that every effort would be made to enter Vladivostok, where the fleet would have everything in its favour. It is a curious fact that not one of the trading vessels which have lately arrived at Hongkong from the south or from Siam, has seen the slightest sign of the Baltic Fleet. Of course, most of them had no idea that the Baltic Fleet was sojourning in these waters. Nevertheless, it might have been thought they would have had a glimpse of a Fleet extending over an area of ten miles, presumably in the track of shipping generally.

JAPANESE CRUISERS SIGHTED OFF SWATOW. The Captain of the *Loosah*, which arrived at Hongkong to-day, states that when entering Swatow on the 10th inst. he descried two Japanese cruisers steaming at full speed in a southerly direction. He estimated the speed at fully 20 knots an hour.

As stated above, only 42 vessels of the Baltic Fleet were sighted, instead of 47 which has been given as the total strength of the squadron, including transports and colliers. What has become of the other five boats? Then again, the Fleet was seen off Pulo Condore, and an explanation of its proximity to land may easily be suggested. It is necessary for the warships to coal frequently, and probably this was one of the few occasions since leaving Madagascar that the Fleet has had the opportunity of coaling in comparative safety. It would not be desirable to coal on the high seas if there was the least land shelter to be got, and the island of Condore would be in a very happy situation for the Fleet's coaling requirements.

In all this it has to be borne in mind that the Fleet when sighted was sufficiently close to Saigon to make it a matter of no difficulty to change the route and steam for the French port. Considering the vagaries of the Fleet up to the present time, no one would be surprised to hear that it had decided at the last moment to make for Saigon, if only for a short respite before the real trial of strength comes off. But considering all things, the probability is that the Fleet will steer a course for Vladivostok keeping clear, as far as possible, of the ubiquitous Japanese.

If the Baltic Fleet proceeds very much further north, we may very soon hear the announcement that the *Osaka* Shosen Kaisha have decided to withdraw their fleet of steamers trading between Hongkong, the Coast Ports and Formosa, whereupon the British companies will have matters all their own way.

FLEETS FIGHTING.

JAPANESE AND RUSSIAN CRUISERS IN FIERCE COMBAT.

RODJETVENSKY'S RUSS SAVED HIS FLEET.

14th inst.

Private advices received in Hongkong to-day state that the Japanese scouting cruiser squadron got into touch with the tail-end of the Baltic Fleet, off the Anamba Islands yesterday, and a fierce battle took place. The Russians are supposed to have been the remainder of the fleet outdistanced by the main squadron under Rodjstevsky, and probably consisted of five vessels, including a hospital ship.

The Japanese apparently turned their attention to the cruisers, whereupon the hospital ship made off at full speed for Singapore, where she arrived this morning.

Telegrams were immediately despatched to the Russian Government stating what had happened.

The hospital ship was unable, however, to give details of the fighting which was still in full swing when she left the Anambas.

The result of this, the first meeting of the Japanese with the Baltic

Fleet, is awaited with the utmost concern.

The announcement that the Japanese cruiser scouts have at last come to grips with a portion of the Baltic Fleet will arouse intense interest in every part of the world. Much may depend upon the result as showing the strength of the respective fighters, but it cannot be decisive one way or the other.

When we learned through the medium of the Commodore's office, yesterday, that 42 vessels of the Baltic Fleet had been sighted off Pulo Condore heading in a north-easterly direction, the natural query was—Where are the other five ships of the Fleet? It was a known fact that the Fleet consisted of 47 vessels all told, including battleships, cruisers, torpedo-boats, colliers and transports, when it left Madagascar. When it reached Singapore the number had not dwindled, but directly it left that port five of the Fleet mysteriously disappeared. Rodjstevsky and his Fleet had been subjected to so much ridicule that he would have been a brave man who suggested that the Russian Admiral was working out a little piece of strategy, yet there were some who hinted it. While the main fleet, comprising all the first class vessels, was pushing on by devious ways to their destination, five boats were left behind at the Anambas to attract the attention of the Japanese, and divert it from the larger body. It was common knowledge that two Japanese cruisers were hovering around in the vicinity of the Gulf of Siam, on the outlook for the Baltic Fleet. Then, the *Loosah*, when nearing Swatow the other day, saw other two Japanese cruisers tearing along to the south. If the scouts met, then the fight would be equal, for one of the Russians was a hospital ship, and it may be taken for granted that the others are cruisers. Four Japanese cruisers against four Russian cruisers should, all other things being equal, provide one of the finest tests of strength, ship for ship and man for man, that has yet been seen in the course of the Russo-Japanese campaign. Hitherto the Russians have been hampered by a handy base; they need not show their best qualities unless they were so inclined, and, on the ground that discretion is the better part of valour, they did not feel so inclined. But at the Anambas both the belligerents are on equal terms. Both are away from home; neither has much hope of support; and the loser must trust to Providence ever to see homeland again. The knowledge that all depends upon themselves should nerve their hearts and strengthen their arms. It is impossible to say what the calibre of the Russian boats which are now engaged in a deadly struggle off the Anambas may be, but it is certain that the Japanese cruisers will be the best and fastest of their kind, and if there should be any advantage at all it is unquestionably on the side of the Japanese. Apart from these considerations, what are we to think of the strategy of Admiral Rodjstevsky? By a manoeuvre as old as the hills, he has inveigled the Japanese scouts into an attack on vessels which he probably did not count on very much at any time. He has cleared the way for the vast majority of his ships, and has given occupation of a sort to an enemy which might have done him infinite damage before his Fleet even saw the colour of the Yellow Sea. Had the Japanese pursued the tactics which it was believed they were likely to adopt, of keeping well out of the range, yet sending in torpedoed when the chance offered, and delivering surprise attacks in the dark, the vitals of the Russian Fleet might easily have been pierced before the main Japanese Fleet arrived on the scene. But by a piece of strategy, which is not exactly original or evidence of wonderful ability, Admiral Rodjstevsky has won the first move in the game. If the Russians lose at Anamba Islands then the Admiral can say he has only relinquished a few pawns in order to save the chief figures on the board. If they win at the Anambas, then new heart and courage will inspire the Fleet, and the end may be farther off than is generally imagined. At all events the result of the conflict must be public property in a few hours, and till then people must rest their souls in patience.

THE ANAMBA ISLANDS.

The Anamba Islands, where the first fight between the Japanese scouts and part of the Russian squadron has taken place, lie midway between Singapore and that dangerous group of islets known as the Natunas. There is not an island of any size in the Anambas group; they are merely rocky eminences in the water, and so far as is known they are inhabited only by wild-fowl. One thing certain is that they are not likely to be troubled with fogs in that quarter of the China Sea. The Anambas, it may be added, are almost equidistant from Singapore and Sarawak.

NO NEWS AT THE COMMODORE'S OFFICE.

No news regarding the reported fight at the Anambas or of the whereabouts of the Baltic Fleet was received at the office of the Commodore in Hongkong to-day. As a matter of fact none was expected, because there is not a single vessel of the British China squadron on the road between Hongkong and Singapore at present. The *Sulley* and the *Iphigenia* are both at Singapore; the rest of the squadron is either in Hongkong harbour or vicinity. That fact effectually disposes of the alarmist rumours which were rife in the beginning of the week regarding the movements of the British fleet in these waters. It was seriously declared that British warships were putting to sea presumably to intercept the Baltic Fleet. How little foundation there was for such a statement we endeavoured to show at the time. Now, events prove that the rumours had not a tinge of truth in them. Had there been, the Commodore would naturally have been in his office to-day awaiting tidings. But the Commodore was at Kowloon, on other business, knowing perfectly well that none of the China squadron was in a position to furnish additional news about the Baltic Fleet.

PROTECTION OF THE CABLES.

With regard to the report that cruisers would be required to protect the cables, this much can be said with certainty. If anybody is looking after the cables, with the

object of frustrating any attempt on the part of the Russian Fleet to cut them, it is certainly not the British. Besides, if the Russians were really determined to cut the cables, who could prevent them? Not a solitary cruiser at least. Warning might be given that such action would lead to international complications, and a commander of a fleet of the size, and importance to Russia, of the Baltic Fleet, would not be diverted from his purpose by a mere threat, if he believed the cutting of the cable meant an advantage over his enemy.

RUSSIAN HOSPITAL SHIP AT SAIGON.

Another report which was received in Hongkong to-day stated that the Russian hospital ship *Ural* had entered Saigon. Whether there is any connection between this statement and the report from Singapore that a Russian hospital ship had entered that port remains to be seen. It might well be that the first news of the light was received from the *Ural* at Saigon and then telegraphed to Singapore. The sender of the telegram from Singapore might have neglected to state that he had obtained his news from Saigon. That is a possibility which could easily occur when the first flame of excitement was working in the mind of the writer of the telegram.

EAGLE BYNS ON THE GAP ROCK.

STIRRING STORY OF HOW NEWS WAS BROUGHT TO HONGKONG.

Away on that perpendicular isle, known as the Gap Rock, there is, if all reports be true, an eagle eye which pierces the gloom and the fog, and can descry objects afar off when others are floundering in a labyrinth. Sam Weller thought he was sarcastic when he told the judge that he might have seen through a brick wall if his eyes had been double-million-power-microscopes, but if he had been at the Gap Rock he would soon have learned to see through a granite rock, for less a brick wall. For this is the story with which a contemporary pleasantly regaled its readers to-day: "A report has come to hand that on the night of Tuesday last, April 11th, two Japanese cruisers were sighted by the look-out at Gap Rock. They were steaming south at full speed and had all lights obscured. As a piece of news the report is admirable, but that is not the point. Everybody knows that the watchers on the Gap Rock are like true Britishers, ever on the look-out. Think then how the must have strained their optics for the benefit of the Press in order to see those Japanese cruisers with lights obscured. It was a dense and foggy night; it brought to mind the tragic fate of Ralph the River, who wrecked his barque on the Bell Rock. The ordinary shipmaster held his breath and listened for siren sounds—until the dinner-bell rang, then he gave it up. The plain seaman opened his lungs and watched his breath disappear on the fog. Careful masters, who remembered all the stories of fogs they had ever been told, cursed the weather and all its kind. One man would try to see his finger before his nose; failing, he proceeded to "spice the main brace." A serious accident occurred on one vessel, when the mate mistaking the phosphorescent glow around the skipper's head for a light, stepped it just to see whether he was alive or merely dreaming. Mail boats were lying at anchor, and peace, or a so-called peace, prevailed on every side. All this time the watchers on the lower were scanning what they thought was the length of their arms. Oh, no! They were scanning the horizon, piercing the palpable fog with eyes of electric force. And all this time two big cruisers were hurrying, in sporting parlance, "hell-for-leather," towards the south. All their lights were obscured. They were steaming past at a mere 30 knots an hour or so, hoping that as they could not see anybody themselves and were trusting to luck to keep clear of the rocks, they wouldn't be seen by anybody else. Foolish hope! Those watchers on the Gap Rock, those eagle-eyes which were ready to help the public from a journalist's point of view, they were not to be outdone. The modern "Sister Ann" saw "Bluebeard" long before he hove in sight. What a picture for an artist! What a chance for the descriptive writer! "What's that?" pointing to a speck in the mist. "A cruiser, me lord." "Not really a cruiser?" "Yes, me lord, a cruiser." "What kind of a cruiser?" "A Japanese cruiser, me lord." "Wot a chance for the newspapers!" "Halves, me lord, I saw it first." "Halves, it is, me bonny baird." Then they saw another cruiser sinking past, not a light to be seen, not a sound to be heard, not a funeral note even. And having done their duty, the first journalist that passed—the nature of the journalist is so Bohemian that he is continually passing or being passed, and many a Gap Rock does he meet during the month—well, the very first journalist who came that way got the news and told how "long" was heard the stirring intelligence. It was a full day after before the *Pharos* and a host of other boats could venture on the journey to Hongkong on account of the fog, but duty had been done and once again it was proved, by analogy, that Bill Adams won the battle of Waterloo.

P. & O. POONA'S EXPERIENCE.

FLEET IN FIGHTING CONDITION.

When the *Poonas* arrived at Singapore and heard that the Baltic Fleet had just sailed there was great joy among the passengers. Of all things they hoped to be held up, so they followed in the track of the Russians. Somewhere near the island of Condore, which has become famous of late, they sighted the Baltic Fleet. When a representative of the *Hongkong Telegraph* went aboard of her in Hongkong harbour to-day, he found the officers and the doctor enjoying themselves hugely, because they had news up their respective sleeves. At length one of the officers designed to give some facts.

Shortly after daylight on the morning of the 11th inst., three vessels widening out towards the horizon were sighted. Coming a little nearer, it was found they were cruisers. The case of the *Malacca* came to their minds, but they went on at the usual speed of about 12 knots to 14 knots an hour. It was evident they were warships and that they belonged to the Baltic Fleet. Whether they belonged to this type or to the other type, troubled not a soul. A

quick swerve on the part of the nearest rearward scout brought the *Almaz* within speaking distance of the *Poonas*.

"Do you mean to say they are fast cruisers?"

"At the rate the *Almaz* came up to us I should say she was steaming 20 knots an hour."

"But what about the seaweed?"

"All nonsense. Of course the vessels are not painted as a man-of-war would be in times of peace, but to say that they are anything but in fighting condition would be to make a fool of our own boats."

The *Almaz* came up, circled round and asked:

"What is your name?"

"The *Poonas*, of Glasgow."

"And your cargo?"

"General."

"Where are you bound?"

"Hongkong and Shanghai."

The officer, who gave the information, was not quite sure whether it was Hongkong or Shanghai that was flagged.

"Then I wish you a pleasant voyage."

"Thanks," was the usual curt British answer.

The fleet had been sighted at 8.30 in the morning and the *Poonas* kept in close touch with them for eight hours, until 4.30.

"Scout to scout," said the officer of the *Poonas*, "would be about eight or ten miles."

All the ships were flying the blue pennant at the fore, and when the question was asked—

"Where about was the flagship?"

the answer was that it must have been one of the vessels on the right, because all the others took their orders from her. So that the flagship is the *Kniaz Suvaroff*, a battleship of 13,516 tons displacement.

It was a great time for the *Poonas* and her passengers. A few have photographs, but judging from the negatives we have seen they do not give an adequate idea of the strength of the fleet. The formation of the fleet was as follows:

Light—Battleships.

Inside—Four torpedo boats.

Centre—Two lines of merchant men, colliers and transports, with a hospital ship.

Outside—Four torpedo boats.

Left—Five volunteer squadron boats, and the cruiser *Oleg*.

Ahead were three scouts; two and a half miles separating one from the other. At the rear there were three other scouts—the *Dimitri Donskoi*, the *Churum* and the *Almaz*.

According to the officers of the *Poonas* it is absolute folly to ridicule the character of the Baltic Fleet. The story about seaweeds might be all right so far as the colliers and the transports were concerned, but the fleet itself was in first-class ocean-going condition. The scouts were fully 10 miles ahead of the fleet, and the fleet itself, which means the colliers, transports, etc., was travelling at a uniform rate of 10 knots an hour. "From the point of view of an R. N. R. man, the fleet of the Russians is a pretty hard nut to crack." That was the opinion of a clever officer on the *Poonas*.

When the *Poonas* sighted the Baltic Fleet the latter was moving E. N. E. That would take them straight to Hongkong. But at sunset the route was changed a little to the northward, so that in the opinion of the practical sailors the fleet was making for the Paracels where it could coal. The Paracels have a bad name among seamen, for more boats have gone ashore there than on the Natus. But, at this time of the year there is no surf, and it would be quite easy to fill up the bunkers there.

"From a Royal Naval Reserve man's point of view, what do you think of the Baltic Fleet?"

"Tell you the truth, I think the Japanese have a tough job if they try to tackle it."

B. I. MAIL SAILS THROUGH THEM.

On the 8th inst., Captain Herrington of the British India Mail *Jackal*, reported on arrival at Singapore:

"Passed Russian Fleet of 47 vessels off the One Pathom Bank at 1.30 a.m. on the 7th. They consisted of eight four-funnel ships, hospital ships, colliers, torpedo-boats, and converted cruisers."

The fleet was a very fine sight and was discerned some time before noon. It was travelling about eleven knots, apparently, the rate of the colliers and slower vessels. As the *Jackal* was coming along at fifteen she soon hauled the war vessels, which she passed near enough to get some photographs.

If the fleet is coming through the harbour they should be signalled by about 11 a.m. but they may go down the Durian Straits and pass during the night, says the *Free Press* of 8th inst.

It has been no great secret in Singapore that for some time past there have been large shipments of biscuits, boats, and miscellaneous stores for Saigon. The *Tanjin* and the *Daguer* have both left with cargoes containing provisions that might be used by the fleet, and it is reported that over two thousand tons of biscuits have gone. It is not believed that these provisions will be taken into Saigon, but that they will be transhipped into another steamer outside, which will await the fleet.

The steamer *Hindoo* now at the wharf is loading coal 4,000 tons, which is said to be for the same destination, but this may be one of the rumours of which there are so many about.

It is not considered at all likely that the fleet will put into this port, but that it will sail through the Durian Straits and so on to the next port of call. It may be noted that the *Penang* report was 27 vessels, while Capt. Herrington reports 47. It is plainly not the whole of Roddey's fleet which left Madagascar on March 15th, for an unknown destination. It may be that the Malacca Division is intended as a sort of blind while the rest of the more powerful ships have gone to the south and round Java. The Division coming down the Straits is said to be coming slowly, on the lookout for Japanese mines, which they doubtless suspect to be strewn through all the waters of the East.

At 12.45 on the 8th eighteen were in sight from the Signal Staff on Mount Faber, but it could not be told whether they were making for the Port or to pass to the southward through the Durian Straits.

1.05 p.m.

The Russian men-of-war are now off the Karimons, two hours steam off the western entrance to the harbour.

1.15 p.m.

Thirty-eight vessels are now in sight.

The following appears in Manila papers under telegraphic information—San Francisco, April 14—Almost the entire Russian fleet is now headed northeast from Singapore. The last of the vessels of the fleet passed Sing-

apore late Saturday night. To-day's fleet is reported in the vicinity but the reports of the number of vessels he has are conflicting. Rumors of a battle have been received but they are not yet confirmed. It is generally believed that Roddey's fleet intends heading north of the Philippines unless intercepted in the South China Sea. The Vladivostok squadron under Admiral Jessen, consisting of the cruisers *Rossvia* and *Gromovoi* and about twenty torpedo boats, has sailed to join the Baltic squadron. It is stated in Paris that should the Baltic fleet be hopelessly defeated the engagement will end the war.

LOOKING FOR THE BALTIC FLEET.

The British steamer *Foo Shing* arrived at Hongkong this morning from Samarang, with a cargo of sugar. Shortly after the vessel entered, a representative of the *Hongkong Telegraph* went aboard, hoping that some tidings of that Baltic Fleet, which has been causing such a commotion in Hongkong lately, would be forthcoming.

The officer who met the journalist read the question in his eyes. "It's no use," he said, "we didn't see them."

"And why not?"

"To begin with we had no idea the fleet was in these waters. We never heard any thing about the Singapore visit in Samarang. It was only when we came in here this morning that we knew of the presence of the Baltic Fleet here. Then, again, if the fleet went to Saigon, we were out of their track."

The officer produced a map, or chart, to show how the *Foo Shing* came up, and traced the probable movements of the Baltic Fleet, if Saigon was the destination. On a rough estimate the *Foo Shing* and the Baltic squadron should have been hundreds of miles apart.

"Don't you think if we knew they were about that we'd have had a squint at them?"

"Rather."

So it will be necessary to wait a little longer before the position of the Baltic Fleet is known. It should be added, *passant*, that the *Foo Shing* saw nothing of the Japanese cruisers either.

NEW JAPANESE BATTLESHIP.

TESTING HER "JACKET."

Possibly the details published in *Engineering* as to the strength of the armaments for the new Japanese battleship *Kashima*, now being constructed by Sir W. G. Armstrong, Whitworth & Co., Ltd., in England will be best appreciated by those familiar with engineering and technical terms; but the facts as given in the journal mentioned are striking as showing the strength of the modern warship. They are as follows:—

The plates were of the usual width and length, 8 ft. by 8 ft. (2.43 metres), and the weight was 60 lb. per square foot, or practically equal to a thickness of 9 in. (228 millimetres). For the purposes of trial the plate was backed with a 2 ft. (61 centimetres) of oak, to the rear of which, again, was a steel plate representing the ordinary skin of the ship. The attack was by a 9.2 in. gun, using 110 lb. projectiles, weighing 380 lb. (174 kg. grammes), which were supplied for the purpose by the British Government.

In the first round the striking velocity was 1,814 ft. per second, equal to striking energy of 8,668 foot-tons. This shot penetrated to the extent of one-third of the thickness of the plate, to 3.1 in. (78 millimetres), and there was extensive flaking of the surface above the point of impact. The back was bulged only to the extent of 1.9 in. The projectile was broken into at least 155 pieces, the largest weighing 35 lb. (16 kilogrammes). The fragments recovered represented 208 lb. (94.5 kilogrammes) out of a total of 380 lb. The second round was of slightly less power, the striking velocity being 1,733 ft. per second, equal to a striking energy of 8,475 foot-tons. This shot had much less effect on the plate, the maximum penetration being only 1.75 in. (32 millimetres), but the bulge at the back was 1.5 in. (38 millimetres). In this case the largest fragment of the shot remaining was only 28 lb. in weight (13 kilogrammes), and the aggregate weight of the fragments recovered was 173 lb. (79 kilogrammes).

At the conclusion of the first two rounds the representative of the Japanese Government formally accepted the plate, but it was decided to fire two further rounds in order to demonstrate its full resistance. The third round was fired with a striking velocity of 1,889 foot-tons, equal to a striking energy of 9,000 foot-tons. This was a more severe attack than the first shot, and there was less flaking, but the penetration was exactly the same. The bulge at the back of the plate, however, was the same, being 1.9 in. (48 millimetres). The shot suffered severely, the largest fragment being 12 lb. (5.5 kilogrammes) while the aggregate weight of the pieces recovered was 173 lb. (78.5 kilogrammes). In the case of the fourth shot a still higher velocity was developed, the striking velocity being 1,985 foot-tons, giving a striking energy of 10,375 foot-tons. The point of the projectile became fused into the plate, and it was thus impossible to measure the penetration, but the bulge at the back was greater than in any of the other instances, being 2.5 in. (63 millimetres). The largest piece of the shot recovered was 39.5 lb. (18 kilogrammes). The pieces of the broken-up shot recovered weighed 183 lb. (83.5 kilogrammes). Slight irregular cracks developed after the firing of the fourth shot, from the centre of the damage caused by the first round, but an examination of the back of the plate shows that these cracks were more or less surface effects. At the rear, however, a severe crack was formed, but whether this is the result of the more severe attack of the fourth shot it is difficult to say; this seems probable, as the bulge at the back due to the fourth round was 2.5 in. (63 millimetres), which would involve very considerable strain on the rear of the plate, especially as the points of attack of the first and fourth rounds were close together. The result was certainly very satisfactory, as no through cracks were developed; the velocity of the last shot was exceptionally high, and in excess of the requirements of the British Admiralty. The trials were attended on behalf of the Japanese Government by Captain K. Iwamoto.

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ATHLETIC SPORTS.

AT HAPPY VALLEY.

Very favourable weather prevailing, the attendance at the Hongkong Football Ground this afternoon on the occasion of the athletic sports held in connection with the Victoria Recreation Club, was quite up to the average, and some interesting contests were witnessed. During the afternoon by kind permission of Captain Fegen, and Officers, the singing band of H.M.S. *Centurion*, played selections.

Brief results were as follows:—

LONG JUMP. (Three trials). First prize presented by Hon. Mr. R. Shewan; second prize presented.

R. F. C. Master 1
H. Hancock 2
J. P. Jordan 3
Distance, 10 feet 2 inches.

PL OR KICK, RUGBY FOOTBALL. (Three trials). Prize presented.

J. A. F. Bouchier, R.N. 1
J. Whitchell 2

120 YARDS FLAT RACE. (Handicap). First prize presented by Mr. J. R. M. Smith; second prize presented.

H. S. M. Harrison, R.N. 1
J. Whitchell 2
Time, 12 3/5 seconds.

HIGH JUMP. (Three trials). First prize presented by Messrs. David Sassoon & Co., Ltd.; second prize presented.

C. Murphy, R.N. 1
J. Whitchell 2
Height, 3 feet 11 inches.

TEAM RACE, 200 YARDS. Open to professions or units (team of 4). Prizes presented.

Albion 1
Volunteers 2
Time, 1 min. 41 3/5 sec.

HALF-MILE FLAT RACE. (Scratch). First and second prizes presented by the Tai Koo Club.

E. C. Ward, R.N. 1
H. G. C. Bailey 2
Time, 2 min. 7 sec.

BOYS' RACE, 440 YARDS. (Handicap). Open to all boys over 12 and under 16 who are sons or brothers of members of Clubs mentioned in programme. First prize presented by Mr. M. A. de Souza; second prize presented.

A. Remedios 1
A. Ellis 2
Time, 1 min. 64 sec.

BICYCLE RACE. One Mile (handicap). First prize presented by Mr. A. Chapman; second prize presented.

T. H. Greenwood R.N. (30 yards) 1
J. A. S. Alves (40 yards) 2
Time, 2 min. 47 1/5 sec.

100 YARDS FLAT RACE. (Challenge Cup). Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor. First prize presented by the China Sugar Refinery Club; second prize presented.

J. Whitchell 1
H. Hancock 2
R. F. C. Master 3
Time, 11 sec.

TWO-O'-WAK. (Open to non-commissioned officers and men of army and police). Each Regiment or Corps may enter one team only, 8 men a side. To be pulled over 15 feet. Best of three pulls. No spikes or nails allowed. No sitting down. No holes to be dug in the ground before pulling. Prize presented.

In the final, the 88th Co. R.G.A. beat H.M.S. *Centurion* in the final.

120 YARDS HURDLE RACE. (10 flights). Previous winners at Hongkong or elsewhere to be penalised 24 yards. First prize presented by Mr. Geo. Murray Bain; second prize presented.

H. Hancock (penalised 24 yards) 1
C. Murphy, R.N. (scratch) 2
B. L. Rogers, R.N. (scratch) 3
Time, 19 1/5 sec.

HALF-MILE FLAT RACE. Open to soldiers, sailors and police. First, second and third prizes presented. (Post entries).

Bomb. Head (83rd Co. R.G.A.) 1
Gunner Wood (R.G.A.) 2
Gunner Wilks (R.G.A.) 3
Time, 2 min. 20 sec.

320 YARDS FLAT RACE. (Handicap). First prize presented by H. E. Sir Matthew Nathan, K.C.M.G.; second prize presented by Mr. W. Armstrong.

R. W. Pearson (7 yards) 1
H.S.M. Harrison, R.N. (8 yards) 2
Time, 24 sec.

ONE MILE FLAT RACE. (Handicap). First prize presented by H. E. Major-General Sir Villiers Hutton, C.B.; second prize presented.

E. C. Ward, R.N. (scratch) 1
J. A. F. Bouchier, R.N. (80 yards) 2
E. Humphries (45 yards) 3
Time, 4 min. 44 sec.

BICYCLE RACE.—Three Miles (Handicap). First prize presented by Hon. Sir C. F. Chater, C.M.G.; second prize presented by Messrs. G. Falconer & Co. Result:—

T. H. Greenwood, R.N. (200 yards) 1
J. A. S. Alves (250 yards) 2
J. Forbes (scratch) 3
Time, 8 min. 49 1/5 sec.

400 YARDS FLAT RACE.—(Challenge Cup). Presented by Mr. H. N. Mody; to be won two years in succession before becoming the property of a competitor. First and second prizes presented. Result:—

J. J. Watson 1
J. Whitchell 2
Time, 16 1/5 sec.

GIRLS' RACE, 100 YARDS.—(Handicap). Post entries. Open to girls between the ages of 5 and 12. First and second prizes presented by Mr. G. P. Lammer. Result:—

Jessie Gordon 1
Peggy Gordon 2

OBSTACLE RACE.—First prize presented by Mr. E. W. Mitchell; second prize presented. Result:—

J. J. Watson 1
J. Hallett, R.N. 2

BOYS' RACE, 100 YARDS.—(Handicap). Post entries. For boys under 10 years of age. First and second prizes presented:—

Alma de Castro 1
E. Lammer 2

CONSOLATION RACE. (20 yards). Open to all competitors except those in open events. Prizes presented by Mr. W. A. Crake. Result:—

A. S. Kemphorne 1
H. L. Garrett 2
Time, 13 1/5 sec.

KINGS PARK, KOWLOON.

Reporting upon this Park, Mr. Dunn says that work upon the valley at the south-west corner of this area was entered upon at the beginning of the year (1904) with the object of combining accommodation for games with a certain amount of landscape effect, giving, however, to the great demand for flat ground for games this scheme had to be abandoned and every foot levelled to accommodate them. When the funds provided for this purpose in this Department were expended an extended scheme of draining and levelling was begun by the Public Works Department.

FORESTRY IN HONGKONG.

A YEAR'S WORK.

In his report on the Botanical and Afforestation Department for 1904, the Superintendent, Mr. S. T. Dunn, says that felling and replanting on the basis of a 25-year rotation were commenced this year. The question of what is the best rotation for *Pinus massoniana* in Hongkong is, however, still open to doubt; experts differ on the point and H. E. the Governor has decided that no more felling shall take place until the results of this year's operations have been calculated and the whole question put before an independent authority. The heavy work of replanting was well advanced before the end of this year. A commencement was also made in afforesting the bare, sandy hills behind Kowloon with 50,000 pine seedlings.

Writing with regard to forestry licences in the mainland, Mr. Dunn says that when the New Territory was taken over by the British in 1899 there were about as many large pine growing in the district as there are small ones now. The Chinese, being afraid that their new masters would confiscate the trees, began to cut them down wholesale. From the accounts which have been collected there must have been something like eight million disposed of in this way, a course which has been now, no doubt, bitterly repented; for as a matter of fact the only restriction enforced by the police was with regard to the cutting down of large wild trees and Fung Shui trees round the villages. The confidence of the tree farmers towards English rule having become gradually re-established and safety from encroachments by neighbouring owners being further secured by the presence of the Police, re-afforestation soon began. The scheme of defining and registering the plantations was therefore received in general with great readiness by the farmers who came forward when called on and paid their licence fees. The scheme was designed to

ENCOURAGE THE FARMERS TO RE-AFFOREST by giving them secure tenure of the trees, to secure re-sowing of felled areas and to provide a proper demarcation of the ground in case of disputes. Accompanied by the newly-appointed licensing clerk he visited about 80% of the plantations between August and December, issuing about 200 licences and collecting \$5,700 in licence fees. The fees were at the rate of 10 cents per acre so that the total acreage licensed is about 57,000 acres. In several cases disputes arose in consequence of the wrong persons having come forward and secured licences for plantations to which they had no right; the proper owners in spite of repeated notices and warnings failing to present themselves until they found the licensee cutting down their trees. The rules published in the Government Gazette by which the assistance of the Land Court is provided, will, it is hoped, obviate many of these difficulties in future. The rules have been framed with great care and apparently provide for all contingencies, but time alone can show how far the objects aimed at will be realized.

China New Year Shrub.—This shrub which is one of the most beautiful of all our rich shrub flora has yearly been becoming more and more scarce on the hills in consequence, he says, of the amount that has been cut by the Chinese at each New Year to sell for decorations. If the cutting had been judicious little harm would have been done, but in consequence of the ruthless destruction of whole shrubs the species was at one time in this island on its way to extinction, an eventuality which would suit the Chinese as little as the other nature-loving residents. An effort was therefore made at the proper time to protect our hills and, although there appears to have been a plentiful supply of the shrub in the market, the greater part of it must have come from Canton for very little cutting took place in Hongkong and the New Territory.

CASSIA.

Twelve forlorn Cassia trees possibly the last of the large numbers planted out on the hills in former years, were rescued from a valley near Aberdeen, where they had been almost killed by the repeated stripping off of their valuable bark by the Chinese, and transplanted into the Government Nursery at Sookumpo.

A large amount of time of the forestry staff has again been occupied in clearing trees on Crown land for the construction of water-works and roads.

THE LOCAL PINE.

During the forestry licence rounds a system of cultivating the local pine (*Pinus massoniana*) was met with at Lung Koo Tan, which, so far as can be ascertained, is unique. In this method the same advantages are aimed at as by the well known European system of pollarding. But the pollarding of coniferous trees seems to be unknown in Europe. The exact method employed with the pines here is as follows: At 10 years old when the tree is about 12 feet high the top half is cut off. After 5 years more the lower branches are cut off. Shoots soon appear from the cut parts and these are cut every 5 years together with the upper remaining internode—this tree produces annual whorls of branches—until, after 20 to 26 years, the whole is used up. This method is not used in any other part of the New Territory. The Hakka families who practice it believe that they came from Wei Chou in North-East Kwangtung about 150 years ago.

STREET TREES.

In connection with the new tramway, 17 banyans were transplanted near Causeway Bay and in Arden Street.

Forty-five Albizzia and 23 Celtis were planted in the West part of Des Voeux Road. In fine weather in summer this road is one of the most mercifully hot and glaring spots in the town. It will be greatly benefited by the freshness and shade of these trees.

AGRICULTURE.

Cattle food.—In cooperation with the Colonial Veterinary Surgeon, some experiments were made with a view to ascertain whether any of the common evergreen trees of the district could provide sustenance for cattle during the winter season. Six kinds of leaves were tried—*Ficus religiosa*, *Quercus salicina*, *Quercus fissa*, *Bambusa sp.*, *Bilobus sp.*, *Sterculia lanceolata*. The first four were probably too hard and dry, and the bamboo leaves proved injurious; the *Sterculia* leaves were, however, readily eaten and might in conjunction with rice-straw prove a serviceable food.

Castle Peak Estate.—A large consignment of pineapple suckers, which were kindly sent by request from the Royal Botanic Gardens, Singapore, were divided between the Castle Peak Estate and the Government Nursery at Sookumpo. This is a better variety than any that we had previously and when the stock has multiplied sufficiently it can be distributed to the Chinese farmer.

Exhibition of Colonial-grown fruits in London.—Facilities were given by the Royal Horticultural Society to Colonial fruit-growers and fruit-liners for exhibiting at their exhibition in London in December, were duly advertised by the Government in Hongkong, and advantage was taken of them by one or more Chinese merchants. Among the fanned fruits sent were litchis, wampers, longans, carambolas, plums, peaches and pears.

Adoption of European methods by Chinese.

Advice was sought on several occasions by Hongkong merchants as to the supply of chemical fertilizers, etc., to farmers in the interior. European gardening tools are also said to be in request.

Sisal hemp continues to do well. It is on poor stony ground and, if successful, provide a valuable new industry for the New Territory farmers and at the same time utilize ground that is now of little value.

Cotton.—Arrangements were made for commencing experiments on Cotton growing at the commencement of the rains. Great interest attaches to these trials and every effort will be made to render them a success. The first crops will not be gathered until next Autumn when the result will be calculated and fully reported.

Agricultural census.—In order to forestall the demand for information upon the agricultural industries of the New Territory, which is sure to occur as measures are adopted to improve and augment them, officers of the Department have been employed, as often as their duties allowed, in taking an agricultural census of the various districts. The information is entered on special printed forms one for each village. About 500 of these are now filed in the Office.

PEGGING OUT THE NEW TERRITORIES.

REPORT ON THE LAND COURT.

The operations of the New Territories Land Court, established to deal readily and inexpensively with the holdings claims from its commencement to the present time, form the subject of a special report printed in the current number of the *Gazette*. Mr. J. R. Wood tells us that the claims collected previously to the institution of the Court in 1899 and 1900 by Messrs. Messer and Kemp were insufficient for any purpose other than a temporary Crown Rent Roll and could not be used. A large part of the New Territories had been surveyed field by field on the 16' scale and it was decided to show on these maps the boundaries of holdings. With the exception of these maps the Land Court had nothing on which to base operations. This affected the efficiency of the work in the early stages, and in February of 1903 a 32' scale was authorised to be employed whenever the Land Court agreed with the survey officer that its adoption was necessary. The 32' scale was also used for a re-survey of New Kowloon, while the 64' scale was employed for a special survey of New Kowloon City.

DECIDING A CLAIM.

The procedure adopted in fixing a claim was described by Mr. Gompertz in 1901, when he wrote that, "The initial step is to select and mark out the boundaries of a district and a notification from H. E. in the *Gazette* then fixes a date after which no claims in respect of that district will be received by the Court. Notices are published directing claimants to attend the Court where the proper forms are filled in for them by the clerical staff. A demarcation party is sent out and persons are invited to attend and give particulars of ownership pointing out their land, the outlines of which are then put in on the cadastral map with an appropriate lot number." The undisputed claims are separated from those which are contested, and Mr. Gompertz pointed out that the latter can be easily picked out, for where the same lot number is found on more than one claim the ownership of the land to which that number relates is obviously contested, while conversely where there is only one claim to a lot, the ownership of that lot is not in dispute. This method has in working justified its adoption, remarks Mr. Wood.

EXTENT OF THE WORK.

From Mr. Newland's report on the survey work of the New Territory one can easily see the largeness of the task before the Land Court. The total number of demarcation districts is 477; the number of maps prepared on the 16' scale is 85; on the 32' scale 471, while the total number of maps surveyed is 556. On the 16' scale 24,214.64 acres have been surveyed, and 16,523.31 on the 32' scale, making a total of 40,737.95 acres surveyed, while 25,639 holdings have been demarcated. In addition to these figures there are six maps of Old Kowloon (not demarcated) on the 32' scale, and one of Lan Tao coast line on the 32' scale, not demarcated owing to cultivation. The total number of maps is therefore 561. To Mr. Newland's figures must still be added over 20,000 houses omitted from the 16' scale surveys which were numbered and so dealt with; and also the surveys of large claims in New Kowloon specially made and totalling an area of 2,936 acres.

EARLY PROGRESS.

The initial staff of the Land Court was too small to grapple speedily with the mass of detailed investigation before it, and in November of 1901 a second staff was appointed, while the Chinese staff was, from time to time, substantially increased. At Tai Po Mr. Wood has had as many as 50 clerks at one time and an outdoor staff of 140.

DEMARCATON.

The time spent on demarcation could not have been appreciably shortened. The regular obstacles are described in Mr. Gompertz's report for 1901, in which he says:—

The main obstacles to the quick progress of demarcation are as follows:—(a.) The Chinese staff of the Land Court has to work hand in hand with Indian surveyors and neither party understands the language of the other. (b.) The holdings are in many cases very small, in some villages they average more than 100 to the acre. (c.) Holdings near the boundaries of the New Territory often belong to persons resident outside British jurisdiction and the owners occasionally neglect to come forward and furnish particulars of their rights, even after being specially summoned. (d.) On Chinese holidays and festivals, and during seed time and harvest, information has been less readily forthcoming than at other times. (e.) In the case of poor pieces of hill cultivation, that have paid no taxes to the Chinese Government, the squatters are reluctant to lay claims that may be made the basis of taxation later on. (f.) The divergent interests of local claims and peasant cultivators have given rise to both sides as to the intentions of Government. The demarcation work commenced in June, 1900, and finished in June, 1903.

JUDICIAL WORK.

The first judicial sitting of the Court was held on 20th February, 1901. By the advice of the Law Committee of the Legislative Council the start was made in New Kowloon, the Full Court—Mr. Pollock and Mr. Gompertz—sitting in the Eastern portion of New Kowloon all the summer of that year. The plan pursued was to first deal exclusively with conflicting claims. The superficial result for the first three years 1901-3 was thus small in extent compared to the immense mass of undisputed material awaiting consideration. But, when Mr. Gompertz resigned, the absence of difficult disputes facilitated the quick settlement arrived at by the three new members.

GENERAL PROGRESS.

It will have been seen, says Mr. Wood, that it is impossible to give any graphic idea of the judicial results achieved by the Land Court—district by district—until the final year (1904) The Full Court dealt continuously with the valuable property in New Kowloon. In intervals between Full Court sittings, Mr. Gompertz dealt with disputed claims in islands near Hongkong; and on visits of inspection to the office at Tai Po, he gave such decisions as time would allow. How the residue of disputes and the mass of undisputed material were dealt with, has been shown in the separate reports appended to this paper. Generally, as to the speed of the work of the Land Court it is gratifying to note that while the Indian survey staff returned to India in May, 1904, the Land Court was able to submit its final report at the close of the same year.

CROWN RENT ROLLS.

In 1903 the Land Court undertook the preparation of a Crown rent roll, the total amount entered being \$53,630.77. This early Crown rent roll was based on claims laid in the Land Court. At present the Land Court is preparing a permanent Crown rent roll based on draft Crown leases, which amounts to over \$90,000.00.

All the records of the Land Court are now transferred to the Land Office and one phase of the settlement is finally closed. It has been the object throughout of the Court to avoid handing over to the Government as Crown land with a specific recommendation areas on which are settled *bona fide* occupants whose claims Government would feel itself bound to inquire into at some later date. It is hoped that this object has been attained.

SPECIAL REPORTS.

Mr. McL. Messer and Mr. C. Clement furnish special reports on last year's work, the former, who was appointed a member of the Land Court on March 2nd, 1904, undertaking first the hearing and decision of claims to land and water which had not been surveyed and plotted on the cadastral maps (totalling 350), and then the claims to surveyed land in districts extending over the whole of the mainland of the New Territory with the exception of New Kowloon, Tsun Wan and Un Long. Mr. Clement first concluded the settlement of claims in survey district IV, New Kowloon, a matter of no small difficulty owing to the existence of three discrepant surveys under each of which judgments in respect of a number of claims had already been given by my predecessors in the Land Court. At the end of March, 1904, he left for Lan-tao Island, where there are 72 survey districts, containing in all 37,132 lots, the total area of the holdings being 14,499.37 acres, and besides dealing with this he also determined claims relating to the surrounding islands. From there he went to Apichau, and proceeded to determine all claims to the islands of Lam and Po Toi, which comprise eleven survey districts, containing in all 5,535 lots, the total area of the holdings being 185.93 acres. In June he continued his journey in his boat to Tsun Wan, where he was on with the land settlement on the mainland from New Kowloon westward to the Sam Chun River, and besides dealing with numerous islands decided claims in 57 survey districts on the mainland, containing in all 29,470 lots, the total area of the holdings being 27,180 acres. From Tsun Wan he went to Yun Long, where he dealt with another 36 survey districts on the mainland, containing in all 57,582 lots, the total area of the holdings being 14,119.39 acres. More recently he has been occupied in preparing rent rolls, etc., and it is of interest to note that since his last judgments were delivered, on the 7th September, 1904, no appeal to the Supreme Court has been lodged against any judgments delivered by him.

"ONE SUMMER'S DAY."

PERFORMANCE BY THE A.D.C.

"One Summer's Day" is an idyl crowded with episodes, humorous and dramatic. It is not what one would describe as a strong play, but it might rather be called a pretty series of incidents, which affords pleasure to the most matter-of-fact old sinner. The large audience which attended the theatre last night found everything to their liking, and showed their satisfaction in the most unmistakable fashion. To the large body of representatives from the Navy and Army who occupied the back benches, "One Summer's Day" appealed, evidently, with special interest, for they laughed at and applauded every "point" in the play, and, possibly, but this is only a surmise, wept at the emotional parts.

A summary of the *motif* of "One Summer's Day" has already appeared in these columns, but a brief glance at the story may not be inappropriate. The first act shows a gang of gypsies bent on blackmailing Major Dick Rudyard, who has adopted the orphan son of his friend who died in India. Chiara, the gipsy, is the mother of the boy, and thinks she sees a source of plunder in the fact that the Major worships the little chap he has adopted. The Major's friend, Phil Marsden, gets his *conge* from Chiara, who discloses her identity to the Major at a picnic party. In the second and third acts, the gipsies are thwarted at every point; young Tom, who has lost his head and his heart under the charms of the fair Chiara, is restored to sanity; and finally Major Dick is rewarded with the hand of Chiara.

It will be seen that Major Dick is the chief character of the play. Everything centres round his personality which dominates everybody. A lazy, lounging, debonaire officer he appears at first sight, but the good heart below it all, is soon evident. The *idea* of Major Dick Rudyard was taken by Mr. C. H. Grace, who gave one of the most finished performances we have seen. There was no attempt to play to the gallery when the openings appeared, nor was there any undue dramatic tenacity. Mr. Grace was at natural in the part as if he played it every day in real life, and his delineation was undoubtedly the star effort of the performance.

As Chiara, Mrs. Grace was exceedingly successful, and amid a plethora of lovers, carried off the honours and dismissed their appeals to the urbanity and a judge of the Supreme Court. An extremely difficult part, that of Chiara, the renegade gipsy, was admirably done, was entrusted to Mrs. H. M. Webb, who, by her rapid change of feelings, from careless light-hearted gaiety to morose fanatical anger, was portrayed by Mrs. Webb with real histrionic ability. Occasionally, the situation seemed rather forced, but that was a blemish which may be attributed to a first-night performance. Mrs. Webb looked the part to perfection; she toyed with the love-lorn boy, chaffed her gipsy companions, threatened the Major, and behaved with all the abandon of a child of the forest. The gipsy *Bess*, fertile with evil advice under the cloak of friendship, was well personated by Miss Hazeland, while *Tina* was a pleasant, good-tempered, and characteristically English girl, as played by Miss Blair. Miss Vakefield made a delightful Mrs. *Bendyshe*. One of the chief parts was that of *The Urchin*, an irrepressible London lad, to whom nothing in heaven or earth or the water under the earth was sacred. He poked fun at the

gipsies, badgered old Bendyshe, and tormented the life out of everybody on the scene. Mr. P. Tester's portrayal of the gamin was an extremely fine piece of acting. *Theodore Bendyshe*, who thinks himself a painter and inveigles Chiara to pose for him as Cleopatra, is supplied to be a bit of a crank, and as played by Mr. M. S. Northcote, proved provocative of much fun. Mr. L. J. C. Anderson was the "friend of the Major," who gave up—or was thrown over by—Maya in favour of Dick, and although he was occasionally rather stilted in his style, his performance was, on the whole, above that of the average amateur. Mr. J. Hays was the squire and a proper squire he looked, keeping his nephew Tom (Mr. F. D. Davies) in leash with a firm hand. Tom, on the other hand, was an interesting study as presented by Mr. Davies, while Major Chapman's *Seib*, the gipsy, albeit it was a small part, was as good as anything seen on the stage.

The Hongkong A.D.C. have scored another success. In less capable hands "One Summer's Day" would seem insipid and trite, but there is life and action and probability in it as presented by the A.D.C. and all connected with the performance may be congratulated on the result of their efforts.

The performance will be repeated to-night, and on Monday night.

FANCY DRESS BALL.

ROYAL ENGINEERS EN PETE.

It was an exceedingly happy idea which induced the members and non-commissioned officers of the Royal Engineers stationed in Hongkong to give a fancy dress ball, which took place in the Engineers' Theatre at Wellington Barracks on Friday night. There was a very large attendance at the ball, and from the variety of costumes represented, and the character of the roles assumed by the masquerade, it was evident that no little interest had been aroused in the event. The theatre, which is crowded to overflowing, and, indeed, dancing during the earlier part of the evening was carried on in what might be termed a congested area, but everybody was in the highest spirits, good-humour was bubbling over, so that what might have been considered by some an inconvenience became a source of fun and amusement. The friends of the non-commissioned officers turned up in full force, amongst those present being Captain and Mrs. Watkins, and Lieut. Clark, R.E. The arrangements were under the charge of Q. M. S. Saunders, R.E., president; Q. M. S. Hunt, R.E., secretary; and a committee including Company Sergeant Major Hobson, R.E., and Sergeant Woodruff, Army Pay Corps. When the dancing was in full swing, the scene was not only exceedingly animated, but it was decidedly picturesque.

The sight of an alleged Yank dressed up in hayseed style prouetting with one of the Romany tribe, or a Canadian scout "making up" to a Dutch frau would have charmed the heart of a Hogarth. There was an alleged British workman on the scene, and he carefully sustained the character by refusing to work at any price. Some of the Court dresses were exceptionally good. Among the ladies, those who represented the plays of all nations, the Scotch lassie, the Pierrot, and various allegorical figures such as Night, Winter, Folly, and so forth, were complimented on the results of their taste. There was a large array of Indian dresses, the gallant Engineers being no doubt in a position to get the real thing from the Indian Troops across the way. As for Chinese representations, that character seemed to be remarkably popular, for there was a host of mandarins, literati, Chinese blue-jackets, and all the rest of it. The Chinese coolie, however, was remarkable by his absence. In the course of the evening a flash-light photograph was taken of the party and it is to be hoped that the brilliance of the scene will be adequately brought out on the negative. The Engineers' band provided the music for the dancers and it was considerably after midnight before the gathering broke up. Refreshments were supplied at a buffet, and altogether the proceedings proved exceedingly enjoyable.

Among the characters represented at the ball were—Mrs. Hunt, Pierrot; Mrs. Minion, Stars and Stripes; Miss Gidley, Greek maiden; Mrs. Thomson, flags of all nations; Mrs. Oxberry, Night; Mrs. Thomas, Winter; Mrs. Goldenberg, Folly; Miss Sheffield, an American girl; Mrs. McLenn, Scotch Lassie; Miss Edwards as Miss Moffatt in Pantomime; Mrs. Gass, Flags of all nations; Mrs. Gorman, Little Red Riding Hood; Mrs. Webb, a nurse with Baby; Mrs. McElvey, Flags of all nations; Mrs. Jacobs, Snake Charmer; Mrs. Frampton, Queen of Black Diamonds; Mrs. Mitchell, nurse; Mrs. Kynoch (Kowloon) Night; Mrs. Smith, Eighteenth Century Lady; Mrs. Wilde, Mrs. Blogg, and Mrs. Simons, Irish girls; Mrs. Bill, French Peasant; Q. M. S. Hunt, Chinese Sailor; P. Kohn, Alf, Cavellier; Rustian, Inspector Lawrence; Nabob; Mr. Tucker, Rajah; Mr. Hylander, Chief; Mr. Ross, P.W.D. Highlander; Sergt. Hewitt, A.S.C.; Jockey; Corporal Mann, R.E., Q.M.S. Minion, R.E., Torpedo Gunner Wilkes, H.M.S. *Albion* all as "beefeaters." Q.M.S. Saunders, Pierrot; Mr. Evans, Toreador; Mr. Donovan as Chirgwin or the White-eyed Kaffir; Mr. Howarth, Prince of Burnley; Mr. Howell, Supreme Court, Chinese Mandarin; Mr. Hill, Barrister, Company Sergeant Major Hobson, a British Workman; Mr. Huxley, H.M.S. *Centurion*, Black and White; Staff Sergeant Moses, R.E., a soldier off duty; Sergeant Major Jacobs; Alabauian; Ex. Sergeant Major Smith, late R.G.A.; Crown Staff Sergeant Whitelaw, a Country Squire—Sergeant Major Whitehead, Chief; Company Sergeant Major Logan representing the H.K.V.C.; Staff Sergeant Thompson, Clown; Staff Sergeant and Mrs. Olive, Chinese Mandarin and Lady.

FIRE IN A STUDIO.

For some unknown reason there appears to be quite an epidemic of fires just now, and a remarkable fact in connection with them is that, in the majority of cases, neither the premises in which they break out, nor the contents are insured. One of these mysterious outbreaks occurred again last night in the ground floor of No. 127 Wellington Street, which is at present unoccupied and empty. The fire, which started among some straw and rubbish left the previous day by the tenant for ten days left, spread up the staircase leading to the first floor. This is occupied by Lam Ying Chee, as a photographic studio, the upper story being used as a store-rooms and residential quarters by the *foh* of the shop. The flames consumed the staircase, and spread into the studio which was precipitously gutted, damage to the extent of \$3,000 being done, which is not covered by insurance. The firemen from No. 5 Station repaired to the spot and soon subdued the flames, the services of the men from the Central Station not being required. It is not known how the fire was caused, but as the door of the ground floor was open it is surmised that either a coolie or a beachcomber strolled in for a quiet smoke and rest, and carelessly dropped a lighted match among the straw and rubbish, and then seeing what he had done, bolted without stopping to give the alarm.

FOREIGN TRADE OF CHINA.

THE CURRENCY QUESTION.

The following is from the report of Mr. H. B. Morse, statistical secretary of the Imperial Maritime Customs, on the Foreign Trade of China for the year 1904.

The war appears to have been of minor importance among the conditions affecting the trade of China during the year. A large area of production and consumption was cut off, and trade was hampered, to some extent by the action taken by the Chinese authorities in restraint of those who would have made of the Chinese ports bases of supply for one or other of the belligerents; otherwise, and at a distance from the seat of war, the direct effect was not clearly perceptible. Indirectly, of course, some effect was produced. The monetary stringency, existing since 1900 and well marked at the end of 1903, became more pronounced as the war went on, and must be held accountable for some, at least, of the stagnation prevalent during 1904; it is probable that it was a potent agency in restricting the export of Chinese produce, and thereby increasing the so-called "adverse balance of trade." Among Imports we find that textiles, a third of the whole, alone show no expansion, a fact due directly to the inflated cost of the

THE following telegraphic information, dated	
the 10th inst., has been received from the Sumatra	
Director and Manager of the Maatschappij tot	
Mijn-Boschen-Landbouwexploitatie	
Langkat, L.-I.	
Daily aggregate output of Crude Petro-	Gallons
leum	\$7.00
Crude Petroleum in Tanks at date	Case.
Kerosine made since the date of the pre-	
ceding half-monthly telegram	\$2.00
Kerosine shipped since the date of the	
preceding half-monthly telegram	\$7.00
Kerosine in stock at February at date ..	\$1.00

Daily aggregate output of Crude Petro-	Gallon
leum	87,000
Crude Petroleum in Tanks at date	360,000
	Case

BANK BURGLARY IN HONGKONG.

NEARLY A QUARTER OF A MILLION STOLEN.

An exceptionally daring burglary, carried through with great dash and audacity, was committed at the premises of Sui Hing, banker, 100 Wing Lok Street, in the early hours of Sunday morning, and money and securities aggregating \$210,000 were appropriated. No clue to the perpetrators of the burglary has been found, and the proprietor of the establishment can offer no suggestion as to any suspected party.

When the premises were locked up on Saturday evening, the money, promissory notes, scrip, and shares belonging to the firm were placed in the safe—one of the old-fashioned iron box affairs. The safe stands in the ground floor of the business, and three servants sleep, which it is stated, Sunday morning one of about 3 o'clock Sunday morning one of the partners awoke with the uneasy feeling that there was some stranger in the house. He immediately went to the next room, and was shocked to find the safe standing wide open and its contents rifled. He gave the alarm to the whole household, but the burglar had fled, taking with him everything of value he could lay his hands upon. When the proprietor came to measure the extent of his losses he was dismayed to find that the burglar had taken \$4,648 in ready cash, mostly notes of small denominations, although there were one or two of \$100 each. Bills and securities to the value of \$211,362 has also disappeared, besides scrip for ten Hongkong Banking Corporation shares, the office chop, and various scrip. It will be practically impossible to trace the bank-notes, but the securities should be recovered unless the burglar, finding that he cannot dispose of them without involving the risk of his own capture, should wantonly destroy that evidence of his crime. As for the promissory notes, they are of no use to anybody except the drawer, and it is not at all likely that the Bank shares will be sold, certainly not on the local market at any rate.

As previously remarked the proprietor of Sui Hing says he has not the faintest suspicion who the burglar could be; he has no enemies that he is aware of, and it is unlikely, in his opinion, that a person would burgle a house merely to get back a promissory note. It is the cleverness and the cool manner of proceeding about the matter that will arouse attention. From all that can be seen, the burglar entered by a skylight on the basement, past half a dozen sleepers, and yet he must have trod so lightly that he never even stirred the repose of the slumbers. Then he fitted a key into the lock of the safe, carefully selected what he wanted, and wandered away the same way as he had come. He had fingered the papers so gently that they do not seem to have rustled even, otherwise the three servants sleeping in the adjoining apartment, separated by a thin partition from the safe, would almost certainly have heard the noise. The fact that he had a key upon him, with which to manipulate the lock would seem to hint at inside complicity, but Sui Hing scouts that notion.

It is stated that the bank does not usually keep such a large stock of money in the house, but on Saturday evening, after the sales of the day, several tradesmen brought their takings to the bank, with the result that the value of the money and securities totalled nearly a quarter of a million of dollars. Of that sum, it is possible that the burglar may manage to secure for himself \$5,000 or more, but the rest is valueless to him. The story reads like an amazing puzzle; the crime might have been committed by a somnambulist, for all the traces left behind. And the curious part of it is that nobody can even hint at a possible clue. The police were informed of the occurrence on Sunday forenoon, but up to the present time, not a vestige of the missing money has been seen or heard of. It is a mystery which will give the police authorities something to think about for some time to come.

JAPANESE PRINCE ARRIVES IN HONGKONG.

As mentioned in our columns last evening Prince and Princess Arisugawa who are en route to Germany, where they will represent the Mikado at the wedding of the German Crown Prince, were expected in Hongkong last evening on board of the *Prinz Heinrich*. The steamer arrived here about six o'clock and was immediately boarded by Mr. M. Noma, the Consul for Japan, who was accompanied by Mrs. Noma and the leading Japanese merchants of the Colony. It was then learned that His Highness the Prince, who is a cousin of the Emperor of Japan, had contracted a severe cold which had prevented his leaving the ship at Shanghai, and which has since kept him closely confined to his cabin. Consequently he was unable to meet the members of the Japanese community of Hongkong, who, however, were received by Princess Arisugawa, who subsequently entertained them at dinner with Mr. Saito Totoro, Director of the Court Treasury, Mr. Ito Yukichi (son of Marquis Ito) Marshal of Court, Mr. Haruo Kinsaku, Chamberlain to the Crown Prince of Japan, Captain Bawa Kinsaku, of the Japanese Navy, Major Hishida Kikuro, Artillery, Mr. Mimura Ishinoske and Mrs. Hashino, Lady in Waiting, by whom their Highnesses are accompanied. Had it not been for the indisposition of the Prince the party would have stayed at the Hongkong Hotel where arrangements had been made for their stay pending the departure of the German mail steamer tomorrow. His Highness, being unable to land, this morning sent a military officer ashore and accompanied by the secretary to the Japanese Consul he paid an official visit to Government House. At noon the party, including Princess Arisugawa, were entertained by Mr. and Mrs. Noma.

HARBIN ARSENAL DESTROYED.

An expanded cablegram printed in Manila exchanges, and dated from San Francisco on 4th inst., states that a bomb explosion in a Russian arsenal at Harbin was the cause of a terrible disaster to soldiers, but some of them civilian employees of the ordnance department, were killed and a great many others were wounded. The official explanation is that two workmen were filling the shell when through carelessness on their part it was exploded. The concussion set off other shells and in an instant the entire contents of the arsenal, numbering millions of projectiles, went up in a solid column of flame and smoke, and a thundering detonation shook all Harbin. Houses were wrecked for many yards about the arsenal, people were thrown violently to the ground, and cavalrymen patrolling the streets of the town were unhorsed. Every one in the arsenal perished. The loss to the Russian army is a severe one, as the munitions destroyed were intended to be used by Lievitch's army, and it will be weeks before a new supply can be brought over the trans-Siberian railroad.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

ANNUAL MEETING.

8th inst. The Hon. Mr. R. Shewan presided at the twenty-first ordinary annual meeting of shareholders in the Hongkong Rope Manufacturing Co., Ltd., held this forenoon at the Company's offices, St. George's Building. Others present were Dr. J. W. Noble, Messrs. H. P. White, A. J. Raymond (Consulting Committee), Rung Wa Chun, and R. Henderson (secretary).

The notice convening the meeting having been read, The Chairman said:—Gentlemen, with your permission we will take the report and accounts which have been circulated for some time past as read. I have very little comment to make on them. The year 1904 was a very quiet year for us. Our total turnover was with 50 tons of the previous year, and our gross profits about \$5,000 more. The net result is almost the same, viz., \$121,137.07 with which it is proposed to place in reserve fund \$10,000, and pay a dividend of 20% absorbing \$100,000, leaving \$11,137.07 to be carried forward to credit of this year's account. The hemp market at Manila experienced the usual fluctuations during the year, but on the whole the price was slightly lower than before, and this year, I am glad to say, we have bought at slightly lower prices still. It is to be hoped that this downward tendency may continue for the high cost of rope curtails the demand as it conduces to economy on the part of consumers who are naturally not inclined to buy as much rope at 30 to 40 cents as they used to do when the price was only 15 to 20 cents per lb. A high rate of exchange, which so many people play for is also another factor in a blessing to us for it makes our product dearer in countries with a gold currency or gold standard such as Australia, India, Java, etc. But in spite of the effect of dearer raw material and higher exchange our business is in a sound position, our markets are widening, and our rope is becoming favourably known in places it had not reached before, and any check to the local consumption caused by higher prices will, we trust, be only temporary and disappear as the shipping trade recovers from its present depression. Owing to slackness of business and accumulation of stock the factory was shut down in the months of July, August and September, so we still have every facility for filling a much larger demand than any we have yet had. The accounts are very simple, and I do not think require any explanation, but I shall be glad to answer any questions about them before I move that the report and accounts be adopted.

There being no questions, the Chairman moved, and Mr. Rung Wa Chun seconded, that the report and accounts as presented be adopted and passed.

Carried.

CONSULTING COMMITTEE.

On the proposition of Mr. Rung Wa Chun, seconded by the Chairman, Messrs. A. J. Raymond, D. E. Brown, H. P. White and Dr. J. W. Noble were re-elected to the Consulting Committee.

AUDITORS.

Mr. Raymond proposed, Dr. Noble seconded, and it was agreed that Messrs. T. Arnold and W. H. Potts be re-elected auditors.

The Chairman:—That is all the business, gentlemen. The dividend warrants are now ready.

MACAO EXCURSIONS.

THE PLEASURE RESORT OF HONGKONG.

12th inst.

Of all the "resorts" in the vicinity of Hongkong favoured by the daily drudge, the pleasure-seeker, and the excursionist, there is none that can be compared with Macao. The Portuguese possession, which is within three hours' run of Hongkong, with its free and easy ways, its delightful climate, and charming scenery, has long had an attraction for the people of Hongkong. The average man who decides to take a trip there finds the time well spent; in fact he might fancy himself at another Ostend. If he is a shy and diffident youth, a trip to Macao will permit him to blossom out as a fully-tripped man of the world, and a couple of lads will establish him in the eyes of all as a dandy of the first water.

The Macao season begins actually next month, although the popularity of week-end excursions would almost lead one to believe that it had already commenced. By and by the exodus of Hongkong families to Macao will be in full swing, and fortunate it is that they have a resort at hand so genial and inexpensive. For those who cannot afford a trip to Japan or Europe, Macao could not be excelled, and that fact is too well known and recognised in Hongkong to need emphasizing. The business man can send his wife and children to enjoy the balmy air of the Portuguese colony, and himself run across for the week-end.

There are many beauty spots around Macao, where the visitor may idly pass the time, watching the life on the beach or gazing at the scenery of the hills. During the summer evenings, the beach, which is commonly known as the Area Preta, is crowded with ladies and children bathing in the calm waters which surround the Colony. All the *elite* of Macao is there, and visitors from Hongkong miss one of the sights of the settlement if they fail to see Macao as a sea-side resort. Special matsheds—public and private—are erected for the use of the bathers. The rent of \$2 for the season of three months is temptingly low. Montanha Russa, overlooking the beach, is another favoured spot, while the little eminence at the crescent of the bay in Casilha is a charming situation where many congregate in the summer afternoons.

We might offer a suggestion that Bella Vista, with its memorable tombstones, dating from the seventeenth century, bearing their Dutch and English inscriptions, might well be laid out in the same artistic manner as the Government has done on the hill opposite.

There is now a little kiosk, where refreshments are sold, and it is likely to be well patronised during the coming season. Mr. William Farmer, the popular manager of the Macao Hotel, will be found as courteous as ever in catering for the requirements of Hongkong visitors. Supplementing the excellent service now maintained by the *Huengshan, Wingchei, and Yingking*, it will be seen by our advertisement column that a new arrangement is to come into force on the 16th inst., by which it will be possible for an excursionist to leave Hongkong on Sunday morning and return the same night, by the *s.s. Honan*. The fares for the Sunday trip have been reduced 50 per cent on the week-day tariff by the *Huengshan*. The enterprise of the Hongkong, Canton and Macao Steamboat Company is likely to be rewarded by a large influx of passengers for Macao, and the Portuguese possession should also benefit by the new arrangement. From all these signs, then, it may safely be asserted that Macao as a health and pleasure resort will prove more popular than ever this season.

MAGISTRATE'S DECISION.

APPEARED AGAINST.

10th inst. At the Supreme Court this morning before the Chief Justice (Sir H. S. Berkeley) and the Puisne Judge (Mr. T. Sercombe Smith) heard an application for the re-hearing, before the Full Court, of a charge of common assault heard and determined by Mr. F. A. Hazeland, the Magistrate in February last. It may be remembered that the account of a Chinese shop, No. 120, Queen's Road West, was recently fined for being in illicit possession of opium, and it subsequently transpired that a servant boy, named Mok Shui, had been in the habit of fetching opium for the account of the premises, who concluded that it was he who had given information to the excise officers which led to his being fined for being in illicit possession of opium. It transpired during the hearing of the case of assault that the boy was brutally treated, as a result of which the accountant and five other men were charged and convicted and sentenced to imprisonment for six months with hard labour, without the option of a fine, and six hours in the stocks.

It was against this decision that Mr. H. E. Pollock, K.C. (instructed by Mr. D. A. M. Castro, Messrs. Branton, Hett, and Goldring) appeared in Court this morning on behalf of the six defendants, Li Ngok, Chung Uo, Li Hu, Leung Luk, Li Yung, and Li Hon, while the Attorney-General (Hon. Mr. E. H. Sharp, K.C.) represented the respondent.

Mr. Pollock explained that they were before the Court on a motion made by the appellants for the re-hearing before the Full Court of a charge of common assault, which was heard and determined by the Police Magistrate on the 22nd February. Their Lordships would see from the form of the notice of motion that, in the first place, the appellants were asking for a re-hearing generally upon the facts of the case with leave to adduce fresh evidence; and, secondly, they were submitting to the Court that there ought to be a re-hearing on the grounds that the sentence which was passed upon the defendants was excessive. With regard to the general question of the sentence being excessive, Mr. Pollock said he would show their Lordships that the evidence given before the Police Magistrate certainly weighed unevenly upon the defendants relatively one to the other, and he submitted that, as a general principle, the case was unlike one, for instance, where six men start out, some of them being armed to commit a robbery, as each of the six would be responsible for any of the acts committed by any of the others. But it was rather a case of a situation suddenly occurring in the presence of several people, and if the Court could see that there was a different degree of blame attaching to the people in the present case, there ought to be a differentiation in the degree of the penalty. He submitted, primarily, it would have been the duty of the Magistrate, assuming he was of opinion that the extreme penalty he could impose in his jurisdiction was insufficient as regards some of the defendants, to have sent them for their trial at the Sessions. With regard to the evidence given in the case, their Lordships would see that practically the evidence against the defendants rested, he might say, solely upon the evidence of the boy himself, the complainant.

The Chief Justice intimated that no fresh evidence could be adduced at the present stage, and

Mr. Pollock alluded to the New Territories. Land appeal case where it had been allowed. The Chief Justice remarked that, had he been sitting he would have been inclined to refuse the application as a matter of principle, and in the present instance he could not receive any other evidence.

After further argument the application was disallowed with costs for the respondent.

RENT COLLECTORS NOT AGENTS.

12th inst. At the Supreme Court this morning before the Puisne Judge (Mr. T. Sercombe Smith), Yeung Si Nam, of 26 Connaught Road, sued Hop Nui Loong, of 33 Newmarket Street, for \$85, being one month's rent of the first floor of 26 Connaught Road, West in lieu of notice and \$10 for damages done to the walls and loss of the door key. Mr. E. A. Bonner (of Messrs. Denny and Bowley) appeared for the plaintiff, and Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) represented the defendant. In delivering judgment, said it was not proved, and it was for the defendant to prove in the strictest possible manner that notice of his intention to quit the premises was validly given to the plaintiff. As a general rule the rent collector was not an agent on behalf of his landlord to receive a notice to deliver up possession of premises at any time. It might be a custom among the Chinese for the rent collector to receive such notices, but that could not be accepted by the Court. It seemed to him if a notice had been delivered to the collector in the present case it was not valid and would not affect the plaintiff. So he came to the conclusion that no valid notice of any kind had been given by the defendant to the plaintiff, and thus relieved him (His Honour) from considering the question as to whether the defendant was still in possession at a given date. He thought the damages were excessive and having reduced this by fifty per cent, he gave judgment for plaintiff for \$85 and costs.

BANKRUPTCY MATTERS.

13th inst. Several small Chinese cases came before the Chief Justice, sitting in bankruptcy jurisdiction at the Supreme Court this morning, in one of which, Wei Leung Shek, Mr. C. E. H. Beavis appeared for the debtor, who petitioned for a receiving order. Mr. Beavis pointed out that, according to debtor's declaration his assets consisted of furniture, valued at \$300, jewellery to about the same value, and about \$1,000 in cash, in addition to a claim against the firm of Holliday, Wise & Co. for the amount of money deposited with them as security during the time the debtor was connected with that firm as a comrade. His unsecured debts were \$3,000.—The usual order was made. Mr. G. H. Wakeman being appointed trustee.

PUBLIC EXAMINATIONS.

In the matter of the Wai Yuen Company, lately trading as ship chandlers, at 114, Des Voeux Road, Central, Mr. Dixon stated that at the first general meeting of creditors held at the Official Receiver's Office yesterday afternoon, it was resolved to adjudge the debtor bankrupt. The public examination of two members of the firm were then proceeded with and a receiving order was subsequently made.—Following this the Court proceeded with the public examination of Li Lai, of No. 126, Connaught Road, Central, trader, and made a similar order.

The *Makut Raja Kumar, Saubh, Balli, Ram Ruk, and Muralla* of the Siam Navy, who have been manoeuvring and returned to Bangkok in the Gulf of Siam under the direction of Rear-Admiral H. R. H. Prince Krom Muea Chum-porn.

A DEAL IN GLASS.

13th inst. The sum of \$904.05 was claimed as damages under a contract for the sale of glass, by Messrs. A. Ross & Co., who, this morning, sued the Man Hing Loong, before the Puisne Judge (Mr. T. Sercombe Smith) to recover the amount. The plaintiffs were represented by Mr. H. Hursthouse (Messrs. Denny and Bowley) and Mr. F. X. D'Almada e Castro appeared for Sun Chuen Leung, who had been served as a partner; otherwise the defendants were not represented.—At the outset Mr. Hursthouse explained that the only question was whether the man served was a partner or not. There was no doubt about it that the person who entered into the contract on behalf of the defendant firm was the man served with the writ. Subsequently Sun Chuen Leung advertised his retirement from the firm, but later asked for time before taking delivery of the glass under the contract.—Evidence was heard, and judgment was given for plaintiffs with costs.

SOLDIER'S STRANGE DEATH.

ACCIDENTAL POISONING.

10th inst. At the Magistracy this afternoon, Mr. F. A. Hazeland, sitting as Coroner, held the inquiry into the circumstances attending the death of one Usni, a private in the 119th Mahrattas, which occurred on the 27th ult. The following jurymen were empanelled: Messrs. Walter Daniel (Foreman), K. N. Mody, and Somerville.

Shek Otor Ali said he belonged to the same 119th Mahrattas regiment as deceased, who was a Mahomedan. On the night deceased died witness went to see him at 9 o'clock, to take a lesson in the scriptures as usual, and found him well and in good spirits, and he stayed about an hour. He never heard deceased say he was sick of life, and he never heard him threaten to take his life.

Mahomed Alim, who was in the same company as the deceased, stated that on the night before deceased died he did not hear him complain of feeling ill, of having had any bad news, or of being tired of life. He was still in bed when witness got up early the next morning. He did not know if deceased got up in the middle of the night. He remembered deceased going to hospital, but did not know before he was taken there that he was ill. He was a married man and his wife was in India.

Shamat Khan, a private in the 119th regiment, stated that he slept in the same room as deceased. On the night of the 27th witness went to bed at 10 o'clock. Deceased was then sitting on his bed. He did not complain at all of being ill. At six o'clock next morning, deceased was still sleeping in his bed. At seven o'clock when he returned to the room he saw that the deceased was sick. He was then in the *dooly* ready to go to hospital, and was senseless. Witness saw him carried away to hospital.

Ahmed Ali Khan said deceased complained to him about half-past five that he was feeling ill. He was there in his bed. Witness then went to fetch a *dooly* to take him to hospital. That was about six o'clock; when he returned with the *dooly*, deceased was sitting up but was not senseless, though he did not reply when spoken to. Witness felt his head and found he had fever. He was senseless when he was removed to hospital. Deceased did not go out that day at all.

Another Indian deposed that he was the Company cook, and on the 27th ult. witness cooked the evening meal for deceased, who, that night, only ate bread which witness made. He used the usual flour, and nothing else.

Captain W. Luke, of the Indian Medical Service, stated that he was medical officer in charge of the 119th Infantry. He saw the deceased first between seven and half-past seven on the morning of the 28th ult. The man was then senseless, and had slight fever, and was unconscious of any painful pressure. He did not respond when called upon. His pupils were widely dilated, and insensible to light. His skin was warm, and his organs apparently healthy, the heart beating forcibly, and there were no signs of any disease—such as enlarged glands, etc. In witness's opinion deceased died from poisoning from a vegetable alkaloid, such as datura. Suicide is rare among Mahomedans, and is uncommon in India generally. The religion of Mahomedans is against suicide. Datura is used as a powder to alleviate pain, and is also smoked in cases of asthma, and is a specific among the natives for colic. There have been a good many cases of colic among the Indian regiments in Hongkong, due to the cold winds. Deceased's quarters searched by witness's assistant, but nothing was found. There is no difficulty in obtaining this datura in Hongkong.

His Worship shortly reviewed the evidence in his charge to the jury, and pointed out that what they had to consider was whether the poison was administered by another to murder deceased; whether he took it himself to commit suicide; or whether he took an over-dose accidentally. As regards the first point no evidence had been adduced to suggest that the man was murdered. On the second point it was in evidence that the man was of a happy disposition, and on good terms with all his comrades. On the point of his accidentally taking an over-dose it was in evidence that the datura was commonly taken by the Indians for colic, and colic was very prevalent among them, especially as the regiment had only been here two months.

The jury, after a brief consultation, returned a verdict of death by misadventure by accidental poisoning.

A NEW ISLAND IN LOOCHOO ARCHIPELAGO.

REMARKABLE VOLCANIC DISTURBANCES.

We learn from the *Japan Mail* that a new island has made its appearance in the Loochoo Archipelago. It is said to be 2,000 feet long by 1,800 feet wide, and to be surrounded by a sandy shore. Near the north coast is a lake. The island emerged from the sea on the 4th of December, but the fact was not announced to the local officials until the 8th of March. Its position is 3 nautical miles south of Iwojima. From the 14th November at frequent intervals sounds were heard from the sea; sounds as of heavy explosions, and on the 28th heavy smoke was observed. The inhabitants of Iwojima imagined that a steamer was passing, but as the volume of smoke grew denser and continued to emanate from one place, they suspected the truth. It was not until the 4th of December, and on the appearance of a small island was observed amid the smoke, which stood forth more lighter, so the fact of the island's appearance was revealed. In January the people launched a boat and on the 30th of that month they landed on the north shore of the new island. They ascended the highest point, 480 feet above the sea, and there raised a flag, declaring the island to be the property of Japan, and saying that it had been first observed by the inhabitants of Iwojima on the 18th of December. The face of the island is covered with volcanic tuff and the water of the lake is boiling.

DISTINGUISHED JAPANESE LADY.

PASSES THROUGH HONGKONG.

In our columns a few days ago we stated that the first doctors degree conferred on a woman by the University of Marburg had been secured by a Japanese lady, Miss Etsu Urata, of Kumamoto. Miss Urata, who, for her degree, wrote an exceedingly erudite thesis, which received the highest encomiums from the medical faculty of the university, arrived here yesterday on board of the German mail steamer *Prinzessen* on her way home. She spent her short stay in the Colony with Dr. and Mrs. K. Just, to whom she brought greetings from their German friends. We understand that this talented young lady was born in Kagoshima, and after studying for three years in Tokio, worked as an assistant under the well-known Dr. Kitasato. After learning German she proceeded to Marburg and studied ophthalmology which should prove of great assistance to her as diseases of the eye are very prevalent in Japan. We hope that this young lady doctor, who proceeds to Tokio, will meet with the success that she undoubtedly deserves.

JUVENILE FEMALE THIEVES.

GOING ALONG THE PRAYA EAST.

Yesterday two Chinese ladies in rickshaws were closely followed by two small beggar girls collecting. No notice being taken of their approach one of the girls jumped up, and snatched a gold hair pin from the head of one of the ladies and then both attempted a bolt. They did not, however, get far before they were arrested. This morning they were placed before Mr. F. A. Hazeland at the Magistracy. He read them a homily, with the evil of their ways for a theme, but it did not appear to make any impression on the hardened little wretches. That came afterwards in a double sense, when His Worship said that if they had been boys they would have been birched and sent to gaol, but as they were girls he ordered their guardian to take them home and give them a good whipping. The guardian said, "I'll give it to them now," and took the young thieves into a cell and gave them the "impression" they needed, and a good one it must have been if their shrieks were any criterion. Each was treated exactly the same, as it could not be discovered which of the girls snatched the pin, for each declared it was the other, and stick to the statement.

THE NEW AMOY DOCK CO., LTD.

PROPOSED INCREASE OF CAPITAL.

The following correspondence relating to the above company has been circulated:—

Sir or Madam,—The capital of the company is so inadequate that installations of new plant and machinery necessary to carry on a growing business have had to be paid for by an overdraft on the bank which cannot be permanent. The company is therefore in the position, that even with excellent earnings it will be unable to pay dividends for want of cash.

A proposal to increase the capital in accordance with the special resolution now circulated will therefore be submitted to shareholders, and it is hoped you can be represented at the extraordinary meeting either in person, or by proxy.

For the 5 years 1899 to 1903 the average net earnings of the company are \$75,000 per annum equal to 17% on the capital increased as proposed to \$67,500. On this basis a share at a market value of \$45 would yield 10 per cent.—Your obedient servant,

(Sd) ROBERT H. BRUCE, General Manager.

Amoy, 8th April, 1905.

An extraordinary general meeting of the Company will be held at the office of the general manager Amoy on Monday, the 15th of May, to consider, and if thought fit, to pass the subjoined special resolution:—"That the capital of the company be increased from \$45,000 (divided into 6,000 shares of \$7.50 each) to \$67,500 (divided into 9,000 shares of \$7.50 each) by the creation of 4,000 new shares of \$7.50 each to be offered, and if accepted to be allotted to the persons constituting the shareholders according to the company's register on the 15th day of June, 1905, at a premium of \$10 for each and every single share of such 4,000 new shares in the ratio of two new shares for every three old shares in the company held by the respective shareholders thereof the amount payable on each of such new shares respectively (including be said premium of \$10 per share) to be paid in full on 30th June, 1905, and that failing such allotment as aforesaid, the said new shares be disposed of at the discretion of the general manager and consulting committee, and that the transfer books be closed for five days from 16th June, 1905."

Your obedient servant, (Sd) ROBERT H. BRUCE, General Manager.

BANGKOK PADDY.

The prices that it is possible for the mills to pay in Bangkok have not yet brought out any very large quantity of paddy. People in Siam seem to find it easy to keep their produce back, the fact being that money is too cheap. In commercial sense it is a drug on the market. Were it not for this fact of money without an outlet we should not witness a 15 per cent premium being paid for a hundred tical non-dividend yielding stock. The very banks while giving a 2 per cent. on deposit account are losing money by the transaction. Money is undoubtedly too cheap, or this state of things could not exist. There are many evidences of the abundance of ticals, and at the present time when a big export might be expected and a rising exchange, the tendency is for exchange to fall. In exchange with Singapore the value of 100 ticals has gone down to \$77. Locally money is easily forthcoming for any safe—or even doubtful—investment, and a number of instances have been seen of prices being paid that must make the return comparatively small. In more than one quarter it is being urged that the Government ought to do what it can to raise the value of the tical by calling in all the supplies of the coin at its disposal. The step would certainly be justified, for it would be calculated to have an excellent effect. Only by some such means can the value of the tical be appreciated and exchange steadied.—*Bangkok Times*.

At a recent meeting of Chikking people in Shanghai to discuss the construction of a Chikking-Kwangtung railway, which Po Che (?) the representative of the American Development Co. applied to undertake the majority oppose granting the right to him, as he had been refused the right to continue the Canton-Hankow line. The Governor in Chikking has telegraphed reporting their views to the Government.—*Eastern Times*.

JAPAN'S MERCANTILE FLEET.

PROBABLE EFFECT OF THE WAR ON MARITIME TRADE.

Mr. K. Uchida, Director of the Shipping Bureau in the Department of Communications, recently contributed an interesting article to the *Yokohama Specie Bank* regarding the development of Japan's maritime trade. In the course of this article he says that before the Japan-China War of 1894-5 the growth of the shipping trade of Japan had been very slow despite the encouragement given by the Government. At the end of 1893 the aggregate tonnage of the Japanese mercantile marine was only 200,000 steamers accounting for 167,000 tons and sailing-vessels for 33,000 tons. At the outbreak of the war in 1894 a large number of steamers were requisitioned as transports, resulting in the complete disorganisation of the coasting trade. In consequence the Government and private individuals purchased or chartered many foreign vessels to meet the requirements brought about by the war. The result was that the total tonnage of steamers at the end of 1895 had increased to 331,000 from 167,000 in the previous year. This sudden acquisition of a large number of merchant ships by Japan caused a panic among shipowners on the restoration of peace. The difficulty was more keenly felt among the smaller shipowners, who found it impossible to carry on the coasting trade owing to the fall in freight rates as the result of competition. This state of affairs, however, gave a great impetus in directing attention towards the carrying trade abroad, and regular services were opened to Korea and North and South China, where the Japanese soon almost supplanted their British, German, and Norwegian competitors in the coasting trade.

The Japan-China War, says the writer of the article, thus taught an invaluable lesson to the Japanese with regard to the necessity of a mercantile fleet in time of emergency, and also the disadvantage of dropping regular steamship operations even in time of war. Shortly afterwards Bills were introduced into the Diet providing for the grant of a subsidy for the encouragement of navigation and shipbuilding. The proposals were voted by the Diet, and they became operative in October 1896. A regular line of steamers to Bombay, Australia, and Vladivostok was subsequently opened by the Nippon Yusen Kaisha under contract with the Government. At the same time the company inaugurated the European and American service, while the Toyo Kisen Kaisha put three steamers on the regular line between San Francisco and Hongkong. Regarding the China trade, which has a very important bearing on Japan's commerce, a regular service between Shanghai and Hankow was opened in January 1898, and that between Hankow and Ichang in January 1899. Another line was opened between Soochow and Kiangchow by the Daito (Great Eastern Steamship Co.), which is subsidised by the Government. In South China there is a Japanese line between Amoy and Hongkong via Swatow in order to maintain connection with various points of Formosa.

Since the operation of the Shipbuilding Encouragement Law in 1896, it is asserted, the development of the shipbuilding industry in Japan has been remarkable. Large vessels of 6,000 to 7,000 tons are now built at the Japanese yards. At the end of 1903 Japan possessed steamers aggregating 657,000 tons and sailing vessels aggregating 320,000 tons. When the present war broke out Japan's steamship mercantile fleet was four times larger than it was at the outbreak of the Japan-China War in 1894. Despite this enormous increase, the present war, which is being conducted on a far greater scale than its predecessor, has entailed a great strain on the shipping resources of the country, and some of the regular lines have had to be discontinued temporarily. In order to relieve the pressure caused by the war the Government has given special permission to that chartered foreign vessels may engage in the coasting trade. During last year a number of steamers, aggregating 71,000 tons, were taken off the Japanese list, the greater portion of these being used for blocking the harbour of Port Arthur, while an addition of 204,000 tons was made, including 27,000 tons built in Japan and 177,000 tons purchased from abroad, making a net increase of 133,000 tons. The number and tonnage of steamers at the end of 1904 as compared with the preceding year was as follows:—

	1903.	1904.
No. Tonnage No. Tonnage		
Below 50 tons	303 9,764	349 11,304
" 50 " 100 "	197 14,095	247 15,280
" 100 " 200 "	128 37,926	247 40,821
" 200 " 300 "	84 33,175	88 33,045
" 300 " 400 "	77 50,598	88 58,664
" 400 " 500 "	85 125,234	97 141,616
" 500 " 600 "	66 165,334	77 190,372
" 600 " 700 "	18 61,678	33 112,828
" 700 " 800 "	5 24,478	11 48,624
" 800 " 900 "	3 16,438	5 26,715
Above 900 "	19 118,202	18 112,138

1,088 657,269 1,234 791,057

Of course no one can tell how long the war may last, Mr. Uchida concludes, but it is certain that the longer the war continues the keener will be the demand for vessels. The months in which chartered foreign steamers were most used in the coasting trade were April, May and June, the tonnage of these vessels aggregating 160,000 at the time. Even in December the chartered ships totalled 100,000 tons. There are indications that Japan's mercantile fleet is being still steadily increased, and perhaps it would not be wide of the mark to estimate the increase during the progress of the campaign at 50 per cent. Now it is a very important question to consider how this greatly increased number of ships will find remunerative employment after the restoration of peace. Some people are inclined to be pessimistic on this point, no doubt from the experience of the Japan-China War. But the augmentation in the Japanese merchant marine is, in the opinion of Mr. Uchida, likely to result in the further development of Japan's maritime trade

SHIPPING JETZAM.

THE S.S. "KONGNAM."

8th inst.

From an inspection of the s.s. *Kongnam*, stranded on Ma-wan Island, Capitan Pass, the vessel does not seem to be very badly damaged, but rather appears to have run her nose into the sand between rocks, the leak being caused by her grating along a rock. Powerful pumps were placed on board of her last night, and pumping operations were commenced immediately. At dead low water there are only six inches of water at her bows while her stern lies in ten and a half feet. Up to last night the vessel had not shifted her position, and there was no sound of grating, as would be the case if the bottom were penetrated by the rocks, and as the ship lies in a very sheltered position all concerned have every reason to hope that she will soon be floated and placed in dock.

10th inst.

The s.s. *Kong Nam*, stranded on Ma-wan Island, is now pumped dry, and it is hoped at high tide to allow her to be floated off and towed into dock. Since pumping her out her hold has remained free of water.

A raid has been made on the transport *Litium* which recently arrived at Manila from Hongkong, and, as a result, goods to the value of \$1,000 (gold) were discovered on which no attempt had been made to pay the duty. The goods were seized and the matter is now under investigation. It is claimed that the goods were to be smuggled ashore.

THE RULE OF THE ROAD.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R. N., Marine Magistrate, at the Marine Court this morning, P. C. Fred Norman charged Leung Yau, Master of the licensed steam launch *Hoi Ping*, certificate No. 1,094, with unlawfully failing to keep to his starboard side in the Southern Fairway, at 5.30 p.m. on the 6th inst. P. C. Norman said that at 5.30 p.m. on the 6th inst. he was on duty in the Southern Fairway, and noticed the defendant in the steam launch *Hoi Ping* steering west, close in shore abreast of Wing Lok Street. He continued on the course and then crossed the Fairway. Leung Yau said he did not cross there, but when, with model he tried to explain why, it was shown that he had no excuse for not observing the rule of the road at sea, and he was accordingly fined \$5.

With a view to effecting a connection with various lines running between Formosa and the South China ports, and in compliance with the Japanese Government order, a Japanese steamship company have decided to start a regular line between Shanghai and Hongkong, via Foochow, Amoy, and Swatow. The steamers to be used on the service will be the *Triumph* and *Clara Jiben*, both chartered vessels, the latter of which, says the *N. C. D. News*, is due here from Hongkong on the 11th inst., and will sail from Shanghai about every ten days. This line may expect especially to be patronised by shippers to Formosa, as with the establishment of the line, the inconvenience hitherto experienced in sending cargo via Japan is done away with. Another feature of the line will be the punctuality in departure from every port, this being necessary to meet the Government order. It may be added that the Company's own excellent steamers will take the chartered vessels' places before long.

11th inst.

The O. S. K. have chartered the steamers *Frigga* and *Triton*.

Negotiations are proceeding for the sale of the Norwegian steamer *Transit* to Japanese.

The Japanese Government has sold the captured steamer *Progress* to the N. Y. K. for ¥102,400.

The N. Y. K. have chartered the British steamers *Belgian King*, *Cape Corrientes*, *Sobralense*, *Hardis*, and *Chowchowloo*.

The Japanese steamer *Kinki Maru*, which stranded off Tsuchizuchi, has been refloated and taken to Hakodate for repairs.

One officer and one engineer of the unlic' y steamer *Mara* were taken to death. The steamer herself has parted at the engine-room, her bow and stern being sunk.

The British steamer *Tuichan*, now under repairs at Uraga, has been sold to the Hakodate Kisen Kaisha for Yen 120,000. She will be re-named the *Tomoyasu*.

The Dutch steamer *Neptunus* has also changed hands, the buyer being a naturalized Japanese at Hokkaido. The purchase price was Yen 85,000, and she will be re-named the *Daitchi Tokomaru*.

The British steamers *Chenau*, *Anhui* and *Benavolich* have now been regular liners in the Nippon Yusen Kaisha's Shanghai service. The *Taiyang* and the *Wingsang* will run occasionally on the same line.

The s.s. *Dakota* have been successfully launched from the Mitsui Bishi Dockyard. The ship is being constructed for the Osaka Shosen Kaisha and the President of the steamship company was present at the ceremony but no invitations were extended to the general public.

THE NORTHERN TRADE.

Newchwang, 4th April.

Although there is not much prospect of trade on a scale of former years, the consignments which reached here by the first six ships, are estimated—Metals to the value of Tls. 50,000; Rice 50,000 piculs; Medicines to the value of Tls. 20,000; Yarns to the value of Tls. 1,000,000 and Piece Goods Tls. 1,000,000. The first steamers of the year reached the port on Monday. There are four outside and two are anchored in the harbour when it was known that the steamers were to arrive at any moment, there was a slump in prices. In the one day the price of piece goods fell Tls. 20.00 per bale and yarn could find no buyers on a drop of Tls. 15.00. All other goods in sympathy show a slump.

The first sales of the spring consignments have taken place. From 1,500 and 2,000 bales of American grey cargo changed hands at prices varying from Tls. 40 to Tls. 50. Prospects look slightly brighter.—*Shanghai Times*.

FIRE ON BOARD THE H. A. L. S.

"SEOOVIA."

On the 7th inst. a fire was discovered in the main hold of the H. A. L. S. *Seovia* which was lying at the Yangtze wharf at Shanghai. It was subsequently found that part of the cargo of guano in the lower hold was on fire. Shortly after the brigade got on board, one of the officers donned a smoke helmet and descended into the burning hold to explore and found that the smoke was coming from the starboard side, just about the engine room bulkhead. After satisfying himself that the fire could not be extinguished by any other means, the Chief Engineer ordered a steamer to be taken into the lower hold, and for a few minutes it was kept going with a spray nozzle. The funes, which

had been simply overpowering, then showed signs of abating and the steam was taken off, so that some of the crew could be removed. The derricks were put to work, and about a hundred bags of guano were removed before the fire was traced. The steam, however, had done its work, and although some of the bags were still smouldering, it was not found necessary to use any more water. The *Seovia* is a vessel of 5,872 tons gross and was built in 1900. She was to leave that evening for Yokohama, and as comparatively little damage had been done, it was not expected that she would be delayed. There were 5,000 bags of guano in the hold which caught fire and only a few of them appear to have suffered any damage. The fire seems to have been due to spontaneous combustion.

THE APCAR LINE.

11th inst.

A new departure in the sailing arrangements of the APCAR line of steamers has just been made whereby one of the Company's vessels will to future trade between China, Japan and Hongkong. For a considerable number of years the APCAR steamers have confined their itinerary to Calcutta, Singapore and Hongkong, but it is now announced that the *Ararat* APCAR will load for Shanghai and Moji. It appears that the *Ararat* APCAR will be under charter on this voyage, and the agents state that the arrangements for future trips have not yet been completed. The vessel has been taken off the regular line and is now free to trade on the China coast.

ACCIDENT ON THE "VICTORIA."

When the Swedish steamship *Victoria* (Captain Hellberg), now trading under charter of the Osaka Shosen Kaisha, was steaming through the Inland Sea on her last trip to Japan, states the *Japan Chronicle*, an accident occurred which might have proved very serious. Without any warning the boiler exploded in connection with culinary purposes burst, and so great was the force of the explosion that a quantity of rice which was being boiled was shot into the rigging to a height of some 35 feet. Portions of iron were thrown by the force of the explosion on to different parts of the vessel, damaging a part of the rigging. It is usual during the cold weather for many of the crew to sit round the boiler, warming themselves by it, but by a stroke of good fortune there was nobody near it when the explosion occurred. The man whose duty it is to attend to the boiler had left it a minute previously. It is certain that anybody who had been within a foot of the boiler at the time of the explosion would have been killed. The precise cause of the accident is not known, but it is believed that the man in charge must have been guilty of some neglect. The vessel is now in port, and the Kawasaki Dockyard Company is fitting a new boiler to replace that destroyed.

11th inst.

The West River s.s. *Kongnam* is now undergoing considerable repairs at the hands of the Dock Co.

The German steamer *Enna* has undergone extensive repairs to her bottom, forward, and appears almost ready for leaving the Kowloon docks and taking the water.

The Hongkong, Canton and Macao s.s. *Kinkun* having undergone the usual cleaning and painting operations came ashore from the docks this forenoon looking spic and span.

The s.s. *Sikh* has left Chefoo with a further batch of coals for work in the South African mines. The vessel is expected in Hongkong on Sunday afternoon, and she will at once load a quantity of general cargo and will then proceed to Durban direct. Needless to add she will not take any coals from Hongkong.

FOO ON CANTON RIVER.

Our correspondent at Canton, writing under yesterday's date, states that the traffic on the river is entirely disorganised owing to the prevalence of dense fog. Nearly all steamers are arriving many hours late, and in consequence of the non-arrival of mail matter, business with Hongkong is practically at a standstill.

The thirteen cosmopolitan members of the crew of the s.s. *Queen Riktor*, who refused to proceed in that vessel to Japan, on the 27th ult., and were accordingly sentenced by the Hon. Captain L. A. W. Barnes-Lawrence, R. N., Marine Magistrate, to three weeks' imprisonment, having served their terms were this morning released from gaol, and escorted to various vessels in the harbour, their respective Consuls having made arrangements to send them home.

ANOTHER NEW LINE.

La Compagnie de Transport et d'Approvisionnement Economique's new 1st class steamer s.s. *Norma* of 2,300 tons was to load from February 23rd until the 10th March, at Antwerp, Dunkirk and Marseilles, and was to leave during the first fortnight of March, the various destinations being Bangkok, Saigon, Tourane and Haiphong with direct bills of lading for the neighbouring ports of Foom-Penh, Hong, etc., etc. A service of steamers of much higher tonnage will follow, the ports of call being Bangkok, those of Indo-China, China and Japan.

AUCTION SALE OF STEAMERS.

There was a very large attendance at Powell and Co.'s Sale Room the other afternoon when the four steamers *Giang Bar*, *Zuennan*, *Giang King*, and *Flevo* were offered for sale. The following were the best offers:

Lot 1 *Giang Bar* \$175,000
Lot 2 *Zuennan* \$76,000
Lot 3 *Giang King* \$127,000

These offers being below the reserve prices placed upon the vessels, they were withdrawn. Lot 4 the *Flevo* was knocked down to Teo Teow Peng of Singapore for \$16,000.

The three vessels unsold remain in the hands of Powell and Co. who are open to receive offers from them, says the *Strait Times*.

"DAKOTA" IS COMING.

It is officially announced by the general passenger department for the Great Northern Railroad Company that the *Dakota* was to sail from New York for Hongkong on or about April 3.

The trip will be around the African continent instead of by way of Cape Horn, because it is figured by the officers of the line that the ship can reach Hongkong at the same time as the *Minneapolis* is to reach her next trip. The *Dakota* was to be delivered to her owners March 20, and will go through practically the same programme as was used with her sister ship prior to her Pacific trip.

The ship will take on about 15,000 tons of coal and merchandise freight at Philadelphia, Newport News and New York, and will sail as soon after April 3 as is practicable.

The time of the trip by the African route will be longer than if she sailed around Cape Horn to Puget Sound, but the owners figure that it will be possible to land her at Hongkong just as the *Minneapolis* is getting into Seattle by taking the longer way and as the cargo for the *Minneapolis* for her trip has already been partially engaged it is thought that this plan will prove more economical.

With the arrival of the *Dakota* at Hongkong the regular runs of the ships will be taken up, and according to their schedules they will hereafter cross each other in mid-Pacific, with the chances of coming in direct contact reduced to the minimum. The latest measurements show that the *Dakota* is eleven tons heavier than the *Minneapolis*, and consequently the largest freighter sailing any sea.

14th inst.

The captain of the German s.s. *Germania* reported to the police that his second, third and fourth engineers had deserted, and requested their assistance in recovering his men. The second engineer was found and arrested in a hotel in Queen's Road, West, but the third and fourth, to say the least, were still at large. The second was this morning placed before Mr. Ireland at the Magistrate's, and the idea was stated that there was always trouble and differences with the chief engineer, and that was why the men left the ship. His Worship said that as he was a foreigner on a foreign ship he would not fine him, but ordered him to be taken back to his ship, and see that he did not leave it again. If the third and fourth engineers are found they are to be dealt with in a similar way.

The steamer *Tean* from Manila, was delayed nine hours off Waglan by the fog.

The master of the s.s. *Marion* (Whites) reported having passed on April 3 at 1.45 p.m. a vessel floating keel upwards in Lat 12 deg 52 min North and Long 131 deg 41 min East. The derelict was twenty feet in length and projected two feet above the water.

The work on the s.s. *Kong Nam*, Messrs. E. C. Wilk's steamer, which was safely got off the rocks, on Ma-wan Island, and towed to the docks is progressing very speedily, and it is anticipated that within a week she will once again be performing her duty for her owners.

Arrangements were made for the China Navigation Company's steamer *Taiwan*, to proceed from Sydney to Noumea and embark 12 Japanese coolies who have just completed a term of service in the nickel mines of New Caledonia, and under the terms of the contract are now being returned to Japan. The *Taiwan*, after leaving Noumea, will proceed direct to Port Darwin, and thence to Hongkong and Japan.

The E. and A. Company's steamer *Empire* (Messrs. Glibb, Livingstone & Co.), which arrived to-day from Australia, had a full complement of passengers, and the whole of her cargo space had been engaged. The cargo included 800 tons of wheat, 800 tons barley, 50 tons oats, 200 tons flour, 300 tons frozen produce, 50 tons copper, and 300 tons frozen produce. She also has a shipment of leather, and a quantity of milk butter, etc.

S.S. "KONGNAM"

SAFELY TOWED TO DOCK.

11th inst.

At eleven o'clock this morning, the s.s. *Kongnam* was successfully towed from the rocks where she stranded on Ma-wan Island, Capitan Pass, and taken in tow by Messrs. Wilk's launch *Eileen* and launch No. 7, belonging to the Dock company, was safely conveyed to the Kowloon dock, and placed on the slip. She has sustained very slight damage, a seam opening forward, and another under the boiler, and it is confidently expected that she will be on her run again within a week or ten days. Messrs. E. C. Wilk are to be congratulated on this successful termination of an accident which at first pointed to the total loss of the steamer.

HONGKONG DOCKS.

WORK IN SIGHT.

Over a month ago the steamer *Pharalia*, bound to Manila with a cargo of coal from Australia for Messrs. Castle Brothers Wolf and Sons, struck an uncharted rock in San Bernardino Strait, Philippine Islands, and an attempt is made to save the ship. It is understood that Capt. Garry has reached an agreement with Lloyd's, the underwriters of the wrecked steamer, and was to leave for the scene of the wreck on Saturday with a crew and equipment to float the ship. The latter consists of five large pumps the smallest one being 10 inches in diameter, two 14 inch and two 12 inch pumps, and a complete diving apparatus. Captain Chapman of the wrecked schooner *J. B. Lewis* will assist in the work and Mr. Barton, formerly second mate of the *Lords* will do the diving. A crew of about thirty natives will go with the expedition. The terms of the contract are that Captain Garry will deliver the vessel in Hongkong for \$55,000 (gold) and if the attempt to save the *Pharalia* is unsuccessful he will bear all the costs without any payment for the work. An unsuccessful trial to raise the stranded vessel has already been made by a local wrecking firm. Some of the coal aboard the vessel was lightered, but a large portion still remains in the hold.

CRICKET LEAGUE.

The following is the League table up to date.

Club	Played	Won	Lost	Drawn	Points
Craigswater	18	12	4	2	36
Kowloon	18	11	5	2	33
A. O. C.	18	11	5	2	33
H. K. C. C.	16	9	3	4	28
R. E.	17	8	5	4	28
H. K. Police	17	7	5	5	26
R. G. A. 83rd Co.	16	6	8	2	20
Civil Service	18	5	10	3	18
R. A. M. C.	15	4	11	0	12
Parsons	0	0	0	0	withdrawn

CANTON NOTES.

[From Our Own Correspondent.]

TING MING.

Canton, April 8th.

The past week has been a busy one for the Chinese. Wednesday began the Worship of the Tomb. The weather, which had been very dark and rainy, cleared and by daybreak on that day thousands of Chinese of all ranks were on their way to the hills north and east of the city. Before midday the hills were literally covered with men and boys, and it looked as if the entire male population had taken itself thither. The roads leading out of the city were as crowded as the narrow streets of the city during the busiest business hours. During Thursday the crowds were just as large as on the previous day. Then, too, the beggars of all descriptions were out, and the road side was lined with men and women begging. The beggars were scattered here and there. The Ting Ming is the great harvest for the beggars and this year they seemed to be very successful.

SCHOOLS.

The principal of the Man Hek Tong, one of the best schools in the city, arranged for a conference of all the teachers in Canton.

He has collected the names of all the schools, and it is very significant that he specially designed the mission schools to be present at the conference. The idea is to discuss the best methods of teaching, and other subjects connected with the new education.

LECTURES.

Arrangements have been made for a series of lectures to be given to the students of Canton. The lectures will be given in the Presbyterian Mission chapel at St. Pauli Lau which is near the centre of the city. Mr. J. Dyer Ball, of Hongkong, will deliver three lectures, and one lecture each will be given by Hon. J. G. Lay, U. S. Consul-General, Rev. R. H. Graves, D.D., and Rev. O. F. Wigner, President of the Canton Christian College. Hundreds of young men in Canton are looking for something new, and the idea is giving these lectures is to point out to the students, lines along which the hope for China lies.

[From Our Correspondent.]

Canton, 13th April.

The dense fog which has hung over the river during the past few days, partially lifted in the afternoon so that a move could be made with shipping. The *San Cheung* and *Kwongning* being the only two boats in port leaving for Hongkong reaped a great harvest, for despite the rain, which fell at about 5 p.m. the whole of the three decks of these ships were crowded with Chinese passengers anxious to make the journey. No papers or mail matter were received until a very late hour, and when at length the boat came in everyone was eager to see what was the latest news of the war.

RUINING BILLIARD TABLES.

Quite a series of petty robberies have occurred on the Shamien within the past few weeks. The most daring case was one in which the thief or thieves effected an entrance into the billiard saloon on the ground floor of the club, and there cut the cloths from the two best tables. They were removed by being cut close under the cushions, and then the whole cloth lifted off and taken away. Some of the members were inclined to the belief that this act was done out of spite, but if a revengeful action was needed the person or persons had only to rip the cloths to cause the same inconvenience and expense to the Club. A few days later Mr. Chesley's house, a few yards from the Club, was visited by thieves, who went away with several articles of clothing, etc.

LANE, CRAWFORD & CO., LD.

REPORT OF THE DIRECTORS.

For presentation to the shareholders at the ninth ordinary general meeting to be held at Shanghai, on 10th inst.

The directors have much pleasure in submitting their report and a statement of the company's account for the year ended 18th February, 1905.

Profit and Loss Account.—After deducting directors' and auditors' fees and making allowance for depreciation on furniture and fixtures, the net profit for the year amounts to \$55,427.25. Out of this an interim dividend of \$500 per share was paid 19th November, 1904, absorbing 12,500.00

\$42,927.25
brought forward from last year... 21,522.25

Leaving a balance for distribution of \$64,409.50

Pay a final dividend of 7 per cent (making 12 per cent for the year)... \$17,500.00

And a bonus of \$2.00 per share... 5,000.00

And carry forward to new account... \$42,000.50

The dividend will be paid in tael at exchange 73.

Directors.—In June, 1904, Mr. John West was invited to join the Board and his appointment requires the confirmation of the shareholders. Mr. D. W. Crawford retires by rotation, but, being eligible, offers himself for re-election.

Auditor.—The accounts have been audited by Mr. G. H. Thomson, who accepted the post on the departure from Shanghai of Mr. H. Trevor Grier. Mr. Thomson retires, but offers himself for re-election.

J. AMBROSE, Chairman.

Shanghai, 28th March, 1905.

AIDS TO NAVIGATION.

LIGHTS IN CHINESE WATERS.

The thirty-third issue of the list of the light-houses, light-vessels, buoys, and beacons on the coast and rivers of China, with corrections up to the 1st December last, has now been published by the Imperial Maritime Customs and a copy sent for our acceptance. The work contains charts of the China coast, showing the position of lights and the limits of the customs districts, and eight others giving the position and kind of lights. From the summary of these artificial aids to navigation in Chinese waters, it is seen that the total of lights, light-vessels, light-boats, buoys and beacons is now 349, including 103 lights, four light-vessels, 21 light-boats, 113 buoys, and 100 beacons, to which the approaches to, and harbour of, Shanghai contributes a total of 84, while Canton comes next with fifty. It is pointed out that no corrections to the list of lights at Hongkong or Whampoa have been received since 1903. The foreign light staff comprises nine men on light-vessels, and 17 lightkeepers in light-houses, and these are assisted by a Chinese staff of 240.

OSAKA SHOSEN KAISHA.

PREPARING FOR EVENTUALITIES.

In Thursday's issue, we suggested that in view of the proximity of the Baltic Fleet to Hongkong, the Osaka Shosen Kaisha might have to consider the advisability of bringing their vessels under the English flag, in order to escape the risk of being destroyed at the hands of the Russians. To a certain extent, that forecast was not very far wide of the mark. When the war broke out the Osaka Shosen Kaisha's fleet of steamers was sent to Japan to engage in purely Japanese business, either for purposes of the Government or in private trade. It was necessary, however, to maintain the trade which had been built up between Hongkong, Swatow, Amoy and Fuzhou, and accordingly five foreign-owned vessels—Norwegian and German—were engaged, and these boats have been regularly running on the Osaka Shosen Kaisha's coast route. Now that the Baltic Fleet has appeared, however, it is possible that difficulties might arise should a Japanese-managed boat fall into the grasp of a Russian cruiser. The fact that Formosa is one of the points of call also leads to the decision that arrangements should be made to meet any contingency. It has therefore been agreed that Messrs. Bradley & Co.

Hongkong, will deal with all questions which may arise should the vessels under the control of the Osaka Shosen Kaisha become involved. In other cases the vessels will be managed by the Japanese, Messrs. Bradley & Co. only appearing on the scene when questions of difficulty arise.

CHINA BORNEO CO'S SLIPWAY.

THE G.Y.S. "PETREL" UNDERGOING REPAIRS.

The G.Y.S. *Petrel* will be in commission again in a few weeks' time. She is now up on the new China Borneo slipway, undergoing a thorough overhauling. She luckily was not damaged below the waterline when she was driven ashore during the great storm of October 31st, but her mast was snapped and about forty feet of the port bulwark was smashed in, probably the result of a collision with one of the heavy timber lighters which were adrift on that eventful night.—*B. N. Herald*.

WAR OF FREIGHTS.

THE AUSTRALIAN TRADE.

COMPETING FOR THE EASTERN TRAFFIC.

Trade between Sydney, Manila, China, and Japan is a big thing, but a rather serious problem confronts the shipping companies at present engaged in the trade. It is beginning to present features which indicate that the strongest only can survive.

Two British companies have the flag flying, but latterly the North German Lloyd has entered the list, and placed some up-to-date vessels on the berth. The Britishers are the E. and A. Company, with the steamers *Empire*, *Australian*, and *Eastern*, and the China Navigation Company, with four well-known vessels—the *Taiwan*, *Chingta*, *Changsha*, and *Taiwan*. When the war between Russia and Japan comes to an end, or possibly before that time, there will be a fourth company, for the Nippon Yusen Kaisha, with its fine fleet, will resume running from Yokohama to Australia.

What will happen is hard to say. Times are not so flourishing as to allow the four companies to run profitably and with the advantages of peace in the east, it is not at all probable that Japanese expansion will provide trade for such big concerns. It costs a lot of money to run up-to-date passenger and cargo steamers, while shareholders naturally expect some return for their money.

The N.Y.K. will doubtless receive a subsidy from the Japanese Government, just as it did before the war, while the other companies will have to battle on with this handicap. The N.D.L. is a powerful company, and has not commenced running between Sydney and Japan for fun.

The China Navigation Company has an extensive fleet in Chinese waters, and the E. and A. Company has a trio of vessels capable of pleasing the most fastidious traveller.

The fight is to be one in which THREE FLAGS ARE ENGAGED, and the result will be worth watching. Australian legislation may or may not assist the Britishers; the feeling is, that it should, but will it?

Freight rates now are not high, and some particulars were supplied to an *Evening News* (Sydney) reporter, on 7th ult, which may surprise people. The reporter was told that rates from Japan to Australia were about 10s per ton, and this is said to be less than the rate received by interstate companies. It is cheaper, therefore, in these figures, to have goods brought from Japan to Australia than it is to send them from Sydney to Fremantle or Adelaide.

The gentleman who supplied the information is interested in the trade and knows the position exactly. He asks: "What are the foreigners looking for?" and then, in the same breath, says: "Surely the Australian Government is not going to encourage a flag other than the ensign of the British Mercantile Marine."

In the pioneering days, when the E. and A. Company was opening up a trade with the East, it was not an uncommon thing for vessels to come to Australia with the ashes from the furnaces "damped down" in the holds for ballast. This is not idle fiction, but a matter of history, and the question in view of the future prospects, is asked, "will history repeat itself?"

There are now reports about the building of new steamers for the trade. They are not being built, it is explained, because they are going to pay, but because it is a matter of necessity in order to hold the traffic against the intrusion of outsiders.

Another feature of the business is that freight rates between San Francisco and the Orient are low. "Frisco" is also a powerful rival, and is making a bold bid for the Japanese trade. In the circumstances Australia should be awake to the position, and not allow the trade which offers with China and Japan to slip through her fingers.

The China Navigation Company's steamer *Taiwan*, now in port, called at Manila on her run to Sydney, being the first steamer for some time to call at the American port on the passage to Sydney from Hongkong. Steamers call there regularly on the voyage north from Sydney.

It is worthy of note, perhaps, that the steamers of the companies named, make different calls on the passage from Sydney. The E. and A. Company and the China Navigation according to announcement, visit Queensland port, Thursday Island, and Port Darwin, but in the case of this, the E. and A. steamer makes a special feature of calling at Timor, the Portuguese possession on route.

Philippines some time in May which, to some extent, may account for rice being rushed in.

Saigon to Java, there have been inquiries at 30 cents per picul or slightly better, but no fresh business has transpired.

Saigon-Kobe, a charter is reported at 28 cents per picul; more tonnage is likely to be wanted before long and unless very big steamers should "chip in" an improvement in rates may be looked for.

Bangkok to this, nothing doing as yet for "outlets" though berth rates are said to be a little better.

From Java ports to this, we quote 35 cents per picul for wet sugar, but loading not before May which so far has proved a stumbling block to further business.

The ports of Newchwang and Tientsin have opened since, but, though fair rates have been paid for steamer loading up, return freights leave, so far, much to be desired and cannot be quoted better than 35 cents per picul, on basis Newchwang/Swallow. A large amount of produce is being shipped to Japanese ports, but the first pressing demand being filled, prices may become cheaper, rendering business more feasible for Southern ports. Recent advices from Shanghai are anyhow holding out for better rates in the near future.

Coal freights from Japan ports have ruled slightly firmer with more demand for tonnage and \$1.50 per ton may be called the closing quotation from Moji to this. Coal is, however, scarce in Japan, occasioned by transportation difficulties, and an increased demand for bunkers and local consumption.

There have been a good many orders in the market for miscellaneous business, but there is little unemployed tonnage and such vessels as are offering are of an unsuitable size and mostly unfitted for coasting requirements.

Sail-Tonnage Loading or no load.—For Baltimore and New York. American ship *A. C. Ropes*, arrived 15th March. American ship *S. P. Hinch*, 2,080 tons.

Departures.—American ship *Mineral Liana*, 27th March for Baltimore. British ship *King George* 6th April for Newcastle.

THE FORTNIGHTLY REPORT.

8th inst.

Indian Yarn.—Since our last report dated 24th ultimo, not much business in Indian yarn has been reported in our market. In response to a demand for No. 10s and 20s, of some of the well-known spinners from this interior, some business has been done at an advanced rate of \$1 to \$2 per bale. Other cheaps not being in much demand, some limited settlements have taken place at the last market quotations. Buyers confine their operations to immediate requirements only. The market closes quiet but steady. Sales are reported of about 4,100. Shipments to Shanghai and coast ports of about 3,500. Unsold stock is estimated at about 40,700 bales. Arrivals 13,600 bales.

Japanese Yarn.—Only one spinning has changed hands at an advanced rate of \$1 to \$2 per bale. Sales 300 bales at \$1.30 to \$1.32 per bale.

Local Yarn.—No business reported.

Raw Cotton.—As reported in our last, the market for cotton has continued quite dormant, the chief reasons being the very low offers made by purchasers as well as \$2 per picul under the Indian price which deters holders from selling. Stock 6,700 bales. Quotations are \$19 to \$23.

China kind.—Market continues dull and no business is reported. Stock of about 400 bales. Quotations are \$23 to \$25.

Malwa Opium.—Sales are reported of about 38 chests at \$1,140 to \$1,160 per picul. Old 17 chests at \$1,200 to \$1,230 per picul. Older 5 chests at \$1,250 per picul. Very old 13 chests at \$1,340 to \$1,380 per picul. Stock 1,025 chests. Uncleared stock 415 chests.

Patna Opium.—Sales are reported of about 725 chests at \$1,115 to \$1,142 per chest. Stock 3,264 chests. Uncleared stock 590 chests.

Beneas Opium.—Sales are reported of about 287 chests at \$1,055 to \$1,082 per chest. Stock 1,060 chests. Uncleared stock 437 chests.

Persian Opium.—Sales are reported of about 50 chests at \$940 to \$950. Stock 2,240 chests.

Exchange.—We quote to-day: On India at Rs. 136 1/2 and Rs. 136 1/2 (post); London T.T. sh. 1/19 1/2 and sh. 1/19 (post).

Cumprhor (Chinese) \$135. Camphor (Formosa) \$140. Cloves \$170. Ivory \$500/750. Beans \$3/4. Rosa Oil \$60/170. Cassia Oil \$150/170. Camphor oil \$20/35.

SUGAR.

Messrs. Warner, Barnes and Co. write under date Manila, 31st ult., as follows:—Hilo.—Market has been easier since our last, 1,000 tons of usual assorted changed hands at P. C. 6, but our to-day's quotation is, nominally, P. C. 5.87 1/2 for usual assorted—at 6m/exchange 2/0 1/2 to 2/0 6. 9. per ton f. o. b. We reduce our estimate of crop this season to 56,250 tons.

RICE.

Market is firmer in sympathy with Saigon, and in view of light stocks, coupled with small arrivals expected, an advance of 45 cents is asked on late prices. We quote No. 2 ordinary white Saigon rice at P. C. 5 ex godown, and for middle of April loading we quote P. C. 5.05 per picul of 137 1/2 lbs. ex godown.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 5/16
Do demand 1/10 1/2
Do 4 months' sight 1/10 1/2
France—Bank T.T. 2/33
America—Bank T.T. 1/45
Germany—Bank T.T. 1/45
India T.T. 1/39
Do demand 1/39
Shanghai—Bank T.T. 72
Japan—Bank T.T. 91 1/2
Java—Bank T.T. 111 1/2

Buying.

4 months' sight L/O 1/10 1/2
6 months' sight L/O 1/10 1/2
30 days' sight San Francisco & New York 45 1/2
4 months' sight do 46 1/2
30 days' sight Sydney and Melbourne 2/37 1/2
2 months' sight France 2/37 1/2
6 months' sight 2/39
3 months' sight Germany 1/95
Bar Silver 26 1/2
Bank of England rate 24 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Per picul
Malwa New 1,140
" Old 1,200
" Older 1,250
" Oldest 1,340
Per chest
Patna New 1,162 1/2
Beneas New 1,150
Persian (Paper) 780/910

A STRONG muster of farmers recently turned up at the Ministry of Finance, Bangkok, when the auction of the Huey Lottery Farm for the Siamese fiscal year 121 (April 1905-06) took place. This year the farm realized Ticals 2,407,600, and the highest bid for the next year was Ticals 3,072,000, from the same syndicate who held the farm last year.

LOCAL AND GENERAL.

THE Yokohama Specie Bank is opening a branch at Chefoo.

BISHOP Favier, of the Lazarist's Mission, Peking, died on 3rd inst.

THE name of Mr. L. A. Rose has been added to the list of authorized architects.

THE actual expenditure on the Land Court since its commencement up to the end of last year was \$143,615.77.

THE next Criminal Sessions of the Supreme Court will be held on Tuesday, the 18th inst. at 10 o'clock in the forenoon.

THE Japanese Commissariat line at the battle of Mukden was at one time 250 miles in length, which is quite unprecedented.

MR. J. R. Wood is now acting as assistant Registrar-General, and Mr. C. A. Dick Melbourne as assistant Land Officer.

THE Hon. Dr. F. W. Clark has been appointed a lay member of the Church Body, vice the Hon. Dr. J. M. Atkinson, resigned.

SEVEN cases of small-pox were notified as having occurred in the Colony last week. Five of these were Chinese, one European and one Indian.

H.B.M. CONSUL at Batavia has telegraphed to the Colonial Secretary, advising that Hongkong has been declared to be infected by bubonic plague.

THE total population of China is estimated at 432,000,000. Shanghai is given at 651,000, Hongkong 500,000, Hankow 870,000, and Tientsin 750,000.

AS the Russian prisoners in Japan are costing her over 12 1/2 million yen a year to maintain, it is proposed to employ them on some useful work, paying them wages.

A SEA going junk arrived at Saigon on 6th inst., from Haïtien, and reported that while at sea she met two Japanese warships to whom she sold a quantity of provisions.

MR. F. J. Bardens of Kobe fell into a well in his compound and was three or four hours up to his neck in ice-cold water before he could make his cries for assistance heard.

INFORMATION has been received from the Government of Malacca to the effect that the quarantine restrictions imposed against arrivals from Hongkong have been removed.

THE General Agent of the Shanghai Sumatra Tobacco Co., Ltd., has received the following telegraphic advice from the Deli, Mutschappi:—"Sold 500 bales tobacco at Glds. 207."

H. E. THE Governor has given directions for the rescission of the proclamation declaring Shanghai to be a port or place at which an infectious or contagious disease prevails.

A CORRESPONDENT writes complaining of the absence yesterday of tramcars on the loop line running to Happy Valley where a most important football match was being played.

AT Singapore on the 7th inst., the Tanjong Pagar Dock Expropriation Bill was read a third time and passed. Mr. Sheldford said "No" to the motion, but did not press for a division.

HERR F. O. Licht, of Magdeburg, in his monthly circular on the beet sugar trade, states that the production has decreased 797,000 tons. His estimate for the campaign is unchanged.

MR. T. A. Hanner has been appointed a Justice of the Peace. He now acts as first clerk in the Magistracy, while Mr. G. N. Orme succeeds him as secretary of the Sanitary Board.

MAJOR A. Chapman will act as commandant of the Hongkong Volunteer Corps during the absence on leave of Major C. G. Frithard or until further notice, the appointment to take effect from the 29th ult.

THE convict H. Collins, who is now serving eleven years' penal servitude in Tukio Prison for communicating Japanese war secrets to a Russian officer, is employed in the manufacture of chip-braid.

THE *Descartes* arrived at Saigon on the 6th inst., having on board of her all the artillery and ammunition taken from the *Sully*. As soon as she has discharged these stores she will again leave for the Bay of Along.

MR. J. H. Kemp, Assistant-Registrar, Supreme Court, and lately acting as second Magistrate at the Police Court, left on Wednesday for England, by the German Mail s.s. *Prinz Heinrich*. Mr. Kemp, it is understood, will enter at Lincoln's Inn, and study for the Bar.

THE revenue derived from the Botanical and Afforestation Department during 1904 was \$25,201.44, made up as follows:—Sale of forestry products \$18,303.34, sale of plants \$736.94, loan of plants \$492.16 and forestry licences in New Territory, \$574.00.

DISCUSSING prospects of increased trade between Java and Australia, Captain Williams, of the steamer *Alrite*, is of opinion that good business will soon be established. He states that the trade shows improvement on each trip, a good deal of tea now being grown in Java, and efforts are being made to establish a market for it in Australia.

THE Colonial Secretary has received a communication from the Government of Bengal, dated 23rd March, stating that, in continuation of the letter from that Government, dated the 13th January, the regulations for the prevention of the introduction of plague by sea, which were imposed in the ports of Orissa and Chittagong against vessels arriving from Hongkong, have been withdrawn.

THERE has been practically no business done by the sellers of the Huey lottery tickets, from the City wall downwards towards Bangkok, for the past two days, says the *Bangkok Times* of 5th inst. They don't make enough out of it. The agent for the farmer, who appoints the ticket sellers, it appears, demands this year 100 ticals from each seller before he is allowed to start business. Then when the seller has prepared everything, clerk, lamp, stand, writing materials, etc., all he is allowed as profit is one saluting in each 15 ticals he receives. The sellers maintain that, at this rate, it would be more profitable to do something useful for a living, and they are thinking about changing their vocation now.

THE *Hongkong Times* in commenting on an article which appeared in the *Hongkong Telegraph* recently with reference to the prospects of the shipping trade remarks:—"In Bangkok, however, little seems to affect freights beyond the crops and the demand for rice abroad; and at present things are dull enough, paddy seems to be held for some possible rise in prices."

A VERY enjoyable social evening was spent at the Y.M.C.A. on Saturday, on the occasion of a farewell reception by the Chinese department to the general secretary, Rev. W. J. Southam and Mrs. Southam, who are leaving for England by the next German mail. After a musical programme had been gone through a large number of members and friends sat down to a banquet and following the removal of the cloth, the President of the department addressed the assembly eulogizing the work of Mr. Southam and wishing him and his wife a pleasant holiday. Others having spoken and Mr. Southam replied, two Chinese scrolls were presented on behalf of the native department and the beautiful gifts having been suitably acknowledged the proceedings terminated.

THE death is announced at Bangkok of Admiral John Bush, who was the "Father" of the Bangkok Dock, which dates back to 1855, and amid all the recent changes remained the principal shareholder. One of his last acts was the purchase from the Borneo Co., Ltd. of the present Protestant Church property and that no doubt was done with the idea of adding it to the Dock property. Mrs. Bush died many years ago, but of their children at least Mr. J. H. M. Bush, master mariner, Mr. Kurtzhaus and Mrs. Davidson still survive, and two grandsons, Mr. Frank Stewart and Capt. Stewart of the *Borneo*, are well known in Bangkok. The late Mrs. John Anderson, Singapore, was a daughter of the Admiral, who was 86 years of age.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st ult., as certified by the managers of the respective banks, are published in the *Gazette*.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,	\$3,571,218	\$2,400,000
Hongkong and Shanghai Banking Corporation,	16,453,105	11,000,000
National Bank of China, Limited,	201,511	100,000
Total,	\$20,225,834	\$13,500,000

SINCE the accident of war gave fictitious importance to a Hongkong judge's judgment (on contraband) the judges, high and pious, have been apparently contending as to who can sum up a trivial case in the greatest number of words: and the local papers have been ministering to this harmless (?) vanity, says the Hongkong correspondent of the *N.C.D. News*. They might be sent as specimen papers to the School of Journalism, to show the possibilities of a "penney" in a word. The joke is, according to a newspaperman who spoke to me the other day, that a certain judge did give instructions, that the Press might have these great essays in lucidity to copy on payment of so many cents per folio. The Press were not paying for such contributions, and I learn that they may have them now by the yard, for the asking, for. As a newspaper reader I am hoping they will not ask for any more!

MR. F. J. H. DROSE, Consul General of the Netherlands-India, informs us that the Government-General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong, or having called at this port, are subject in Netherlands-India to a quarantine of five days from the date of the departure from port, or since the last case of plague on board. Importation is temporarily prohibited of animal refuse, claws and hoofs, animal or human hair and bristles, hides which are untanned and which are salted or cured with arsenic, raw wool and tags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port. Also is temporarily prohibited to import from Hongkong into Netherlands-India leprosy and used embroideries, unless they are transported as personal baggage or in consequence of change of residence.

IN the Reading Room at the Kowloon docks last night, Mr. Lambert, Superintendent engineer of the Hongkong and Whampoa Dock Co., Ltd., who has been appointed to the position of Lloyd's Surveyor in succession to Mr. Newman Mumford, transferred to Consantineople, was presented with a very handsome and massive silver salver, by Mr. T. Neave, on behalf of himself and the rest of the staff of the Dock Co. as a token of their good will and esteem for their departing colleague. Mr. Neave, in making the presentation, spoke of Mr. Lambert's many years' connection with the docks, and the pleasant relations that had always characterized his association with his colleagues, and of the sincere regret experienced by them all at his leaving them—a regret tempered, however, by a remembrance of the fact that Mr. Lambert was not leaving Hongkong, but merely removing to another and more important sphere of usefulness in this Colony. Mr. Lambert acknowledged the gift and the kindly expressions which had fallen from Mr. Neave, and said that, while he himself regretted leaving his duty called him elsewhere, but it was such that it must always keep him in touch with his old friends and colleagues. The rest of the evening was passed by a very enjoyable, though impromptu, "Smoker."

THE last of the series of these most popular dances, held under the auspices of the Masonic Quadrille Club, took place on Wednesday. Hitherto, the dances have been held in the Masonic Hall, but the Quadrille Club abandoned that locality for its last function, and held it in the City Hall. The hall had been very tastefully decorated with potted palms, and evergreens, besides being draped with bunting, while the floor put into excellent condition, under the superintendence of Mr. J. Vanstone. The duties of Masters of Ceremonies were assumed and most satisfactorily carried out by Messrs. J. Sibbert and Mr. McLeod, while Mr. H. Wolfe, President of the Club, was most energetic in his efforts to make the guests feel quite at home, a duty in which he was ably seconded by Mr. W. Higby, Hon. Secretary of the Club. A capital and very varied programme of dance music had been arranged, and this was perfectly carried out by the Club's musicians, Sergeant Jenkins, R.E., and Corporal Roberts, R.E., who have done such yeoman service at all the six dances of this series. Notwithstanding the very unpleasant state of the weather there was scarcely an invitation unresponded to, so that there were about one hundred and twenty couples on the floor at one time. The refreshments and supper arrangements were in the hands of Messrs. Morgan and Engleton. Altogether it was a most enjoyable dance and all concerned are to be heartily congratulated. The Club proposes to wind up its season this year with another smoking concert to be held, probably in the City Hall, at an early date.

Shipping.

Vessels in Port.

Steamers.

Battersea Bridge, Br. s.s., 2,177, R. Chievem, April—Cardiff 29th Jan., Coal.—D. & Co., Ltd.
Catherine Apar, Br. s.s., 1,730, A. Stewart, 10th April—Calcutta 25th Mar., Penang 31st, and Singapore 4th April, Gen.—D. S. & Co., Ltd.
Derwent, Br. s.s., 1,652, Jenkins, 14th April—Pinoreskan (Java) 4th April, Sugar and Nuts—Man Fat & Co.
Eastry, Br. s.s., 1,941, Hassfield, 14th April—Rangoon 30th Mar., Rice—Order.
Empire, Br. s.s., 4,496, P. T. Helms, 14th April—Sydney 22nd Mar., Brisbane 24th, Townsville 27th, Cairns 28th, Port Darwin 2nd April, Timor 5th, and Manila 12th, Gen.—L. & Co.
Empress of India, Br. s.s., 3,032, O. P. Marshall, 11th April—Vancouver (B.C.) 20th Mar., and Shanghai 8th April, Mails and Gen.—C. P. R. Co.
Fon Shing, Br. s.s., 1,423, T. Arthur, 12th April—Samarang 3rd April, Sugar and Cotton—J. M. & Co.
Glenesk, Br. s.s., 2,083, J. Rafferty, 13th April—Katsur 7th April, Coal—McG. Bro. & Gow.
Glenloch, Br. s.s., 2,997, E. J. Stallard, 13th April—Singapore 7th April, Gen.—McG. Bro. & Gow.
Hailan, Br. s.s., 3,377, I. Andersen, 14th April—Pakhoi and Hoikow 13th April, Gen.—A. R. M.
Haitan, Br. s.s., 1,833, J. S. Roach, 14th April—Fochow 11th April, Amoy 12th, and Swatow 13th, Gen.—D. L. & Co.
Hongkong Fr. s.s., 739, A. Suzuki, 14th April—Haiphong 11th April, and Hoikow 13th, Gen. and Sugar—A. R. M.
Howick Hall, Br. s.s., 2,377, Harris, 14th April—Cardiff via Sabang 2nd Feb., Coal—Order.
Lennox, Br. s.s., 2,361, F. McNair, 4th April—Karatu (Japan) 31st Mar., Coal—D. & Co., Ltd.
Loosok, Br. s.s., 1,020, G. Schultzen, 13th April—Bangkok 4th April, and Swatow 12th, Rice and Wood—B. & S.
Newton Hall, Br. s.s., 2,625, A. C. Hustler, 14th April—Cardiff 7th Feb., Coal—J. M. & Co.
Pollux, Br. s.s., 779, C. Svendsen, 13th April—Rajahmundry 3rd April, Timber—Order.
Ponra, Br. s.s., 4,787, C. R. Longden, 14th April—London 5th Mar., and Singapore 9th April, Gen.—P. & O. S. N. Co.
Promise, Nor. s.s., 714, E. Thorstensen, 13th April—Bangkok 5th April, Rice—Chinese.
Saint Helena, Br. s.s., 2,707, McKee, 14th April—Cardiff 8th Feb., Coal—Order.
Siberia, Am. s.s., 5,655, J. T. Smith, 10th April—San Francisco 3rd Mar., and Manila 8th April, Mails and Gen.—J. M. S. S. Co.
Singers, Ger. s.s., 1,754, P. Hermeling, 11th April—Bangkok 3rd April, Rice—M. & Co.
Tatar, Br. s.s., 2,768, E. Beetham, R.N.R., 5th April—Vancouver 7th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.
Teau, Br. s.s., 1,346, A. Somerville, 14th April—Manila 11th April, Gen.—J. & S.
Tolosan, Ger. s.s., 2,220, Rose, 14th April—Tsingtau 8th April, Coals—J. & Co.
Wongkoi, Ger. s.s., 1,115, W. Reher, 11th April—Bangkok 4th April, Rice—J. & S.
Wosang, Br. s.s., 1,076, M. S. Malkin, 14th April—Canton 13th April, Gen.—J. M. & Co.

Sailing Vessels.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,—Philadelphia 16th Oct., 1901, Case Oil—S. O. Co.
Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.,—New York 7th Aug., 1904 Petroleum—S. O. Co.
S. P. Hitchcock, Am. ship, 1,086, E. V. Gates, 22nd Mar.,—from New York, Oil and Wax—S. O. Co.
West York, Br. ship, 720, W. J. L. Fosta, 13th April—Newcastle 15th Jan., Coal—E. A. T. Co.

CHINA COAST METEOROLOGICAL REGISTER.

April 14th, 1905, a.m.

Bar.	Th. Hu.	Wind	Wt.
Vladivostok, 7 a.m.	—	—	—
Nemuro, 6 a.m.	—	—	—
Hakodate, 6 a.m.	—	—	—
Tokio, 6 a.m.	—	—	—
Kochi, 6 a.m.	—	—	—
Nagasaki, 6 a.m.	—	—	—
Kagoshima, 6 a.m.	—	—	—
Oshima, 6 a.m.	—	—	—
Naha, 6 a.m.	—	—	—
Ishigakijima, 6 a.m.	—	—	—
Taihou, 5 a.m.	—	—	—
Taichu, 5 a.m.	—	—	—
Tainan, 5 a.m.	—	—	—
Koshun, 5 a.m.	—	—	—
Pescadores, 5 a.m.	—	—	—
Weihaiwei, 9 a.m.	30.09	41	NW 2 c
Gutzlaff, 9 a.m.	30.03	51	ENE 2 c
Sharp Peak, 9 a.m.	30.02	60	NE 1 c
Amoy, 6.30 a.	29.99	60	NE 1 c
Swatow, 9 a.m.	29.97	62	NNW 5 c
Canton, 9 a.m.	29.94	71	SE 2 c
Hongkong, 10 a.m.	29.95	65	SE 4 c
Victoria Peak, 9 a.m.	—	—	SSW 4 c
Gap Rock, 9 a.m.	29.94	—	E 4 c
Macao, 9 a.m.	29.93	—	SE 1 c
Haiphong, 9 a.m.	29.96	65	NNW 1 c
Manila, 9 a.m.	29.95	—	NW 2 c
Bacolod, 9 a.m.	29.95	88	ENE 2 c
Iloilo, 9 a.m.	—	86	—
Cebu, 10 a.m.	—	—	—
C. St. James, 10 a.m.	—	—	—

April 15th, 1905, a.m.

Vladivostok, 7 a.m.	29.76	—	NW 10 c
Nemuro, 6 a.m.	29.97	—	N 4 c
Hakodate, 6 a.m.	29.98	—	N 4 c
Tokio, 6 a.m.	29.97	—	NE 0 c
Kochi, 6 a.m.	29.97	—	NE 0 c
Nagasaki, 6 a.m.	29.97	—	NE 0 c
Kagoshima, 6 a.m.	29.97	—	NE 0 c
Oshima, 6 a.m.	29.96	—	NE 0 c
Naha, 6 a.m.	29.93	—	E 4 c
Ishigakijima, 6 a.m.	29.93	—	E 4 c
Taihou, 5 a.m.	—	—	—
Taichu, 5 a.m.	—	—	—
Tainan, 5 a.m.	—	—	—
Koshun, 5 a.m.	—	—	—
Pescadores, 5 a.m.	—	—	—
Weihaiwei, 9 a.m.	30.03	51	SE 3 c
Gutzlaff, 9 a.m.	29.99	60	SE 3 c
Sharp Peak, 9 a.m.	29.97	60	SE 3 c
Amoy, 6.30 a.	29.95	61	SE 3 c
Swatow, 9 a.m.	29.93	71	SE 3 c
Canton, 9 a.m.	29.93	71	SE 3 c
Hongkong, 10 a.m.	29.93	71	SE 3 c
Victoria Peak, 9 a.m.	30.01	—	SSW 6 c
Gap Rock, 9 a.m.	30.01	—	SSW 6 c
Macao, 9 a.m.	30.01	—	SSW 6 c
Haiphong, 9 a.m.	29.95	60	SW 1 c
Manila, 9 a.m.	29.95	87	SE 4 c
Bacolod, 9 a.m.	29.94	87	ENE 2 c
Iloilo, 9 a.m.	—	87	—
Cebu, 10 a.m.	—	—	—
C. St. James, 10 a.m.	—	—	—

HONGKONG METEOROLOGICAL SIGNALS.